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ROYAL BLUE



The Statue of Liberty

LOOKING TOWARDS

Whitehall

terminal

South ferry



New Terminal

New York City

Most Convenient
Entrance to
New York

Liberty Street

Connections made UNDER THE SAME ROOF with Elevated Trains of Second, Third, Sixth and Ninth Avenues; Broadway, Columbus and Lexington Cable Lines; East and West Side Belt Lines; South Ferry; Staten Island Ferry; Hamilton Ave. Ferry, and Thirty-Ninth Street Brooklyn Ferry.



Picturesque

B. & O.

THROUGH THE

Valley of the Virginias

ALONG THE

Historic Potomac

OVER THE

Crest of the Alleghanies

TEN DAYS
STOP-OVER AT WASHINGTON



Allowed on all Through
Tickets East and West via **B. & O.**





YACHT RACE AT ATLANTIC CITY

ELECTRO-LIGHT ENGINE CO. N. Y.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, OCTOBER, 1897.

NO. 1.

INTRODUCTION.

THE book of the Royal Blue makes its initial appearance this beautiful month of October in royal harvest robes, anticipating great pleasure in the

at Chicago or who have since visited the Field Museum at Jackson Park, Chicago, will remember with intense interest the famous exhibit of America's oldest rail-



work laid before it, of showing forth in all its splendor the magnificence of Picturesque B. & O., born again.

The B. & O. with its modern equipment of Pullman Trains; its renowned Royal Blue Trains; its unexcelled freight facilities and magnificent terminals. The B. & O. as it is to-day with its treasures of mountain scenery and beautiful valleys; its historic battlefields and national parks.

Those who were at the World's Fair

road. Relics of early railroading in 1826 when placed along side of the modern railroad machinery of 1897 seem strange indeed. But even so do the newer things of October 1897, show great contrast to those of October 1896.

The grand old Alleghenies however are just the same to-day as they were two hundred years ago when the Indians and the deer alone knew the passes which lead to the land of the setting sun.

The B. & O. first awoke the echoes

of the mountains and the clanging of its iron horses never ceases to be heard from hill to hill through day or night. The stage coach of then to the flying

palace of now is but history. It is the *now* which concerns us and throughout these pages the excellence of the Baltimore & Ohio Railroad will be portrayed.

WHITEHALL TERMINAL.

THE BALTIMORE & OHIO'S NEW TERMINAL AT NEW YORK.

WHITEHALL Terminal or "South Ferry" which is now used by the Baltimore & Ohio Railroad in addition to Liberty Street in New York City, is at the extreme south end of the city just east of the Battery.

At this terminal all of the elevated trains of the Second, Third, Sixth and Ninth avenue lines, the East and West Side Belt lines (horse cars) and the boats of the South Ferry, Staten Island Ferry and Thirty-Ninth Street Brooklyn Ferry, all land and receive passengers under *the same roof*.

Thus a passenger to or from New York City via the B. & O. has advantages not afforded by any other line. It is possible to ride to almost any part of New York City and Brooklyn for a five cent fare and with the very quickest service.

This, in connection with the excellent baggage transfer system of the B. & O. relieves the traveler of worry and expense.

At Washington, Baltimore, Philadelphia and New York a checking system is used whereby a trunk or piece of baggage will be called for at the house in one city and delivered to destination

in any one of the others at a most reasonable charge.

From Whitehall Terminal to Grand Central Station it takes but thirty-five minutes by the Third Avenue Elevated road. Staten Island Ferry connects with railroads for all parts of the Island.

South Ferry to foot of Atlantic Avenue, Brooklyn, connects with lines to all parts of Brooklyn and Long Island railroad. Hamilton Avenue Ferry to foot of Hamilton Avenue, Brooklyn, connects with lines to Brooklyn Heights, Nassau Electric lines and Coney Island Electric line.

Thirty-Ninth Street Ferry to foot of Thirty-Ninth street, Brooklyn (Ambrose Park), connects with electric cars to Coney Island and Fort Hamilton. The Bay Ridge boat, leaving Whitehall, connects at Bay Ridge with trains to Manhattan Beach and Coney Island. This is the quickest route from New York to these points.

Boats also leave here to Governors Island, headquarters of the Eastern Department of the U. S. Navy; to Liberty Island, Statue of Liberty; and to Ellis Island, Emigrant Station.

THE WONDER OF THE AGE.

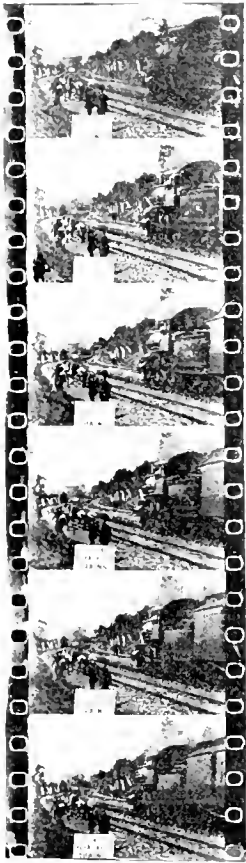
THE possibility of showing moving trains, life size, at full speed on a stretch of canvas is one of the wonders of the waning nineteenth century.

In Baltimore and in New York there has recently been exhibited a moving picture of two Royal Blue trains passing each other over the Relay Viaduct near Baltimore. The picture represents

train No. 512 on its flying journey from Washington to New York, and as it comes into the picture, it passes in clear view so that the people in the windows and on the rear platform may be easily recognized for the instant. The train speeds along its journey over the viaduct where it meets its sister train No. 505 coming head on at a rapid pace and

passing out of the picture. All is over in less than three-quarters of a minute.

It will be interesting to the public to know just how these pictures are made. There are many different machines under different names performing the same work. Among them are the Cinematoscope, Phantoscope, Cineograph, Cinemetograph, Biograph, Bioscope, Vitascope, Veriscope and as many others as there are exhibitors.



The plan upon which these pictures are taken is simple. A little camera not over eight inches square with a lens focusing upon a piece of film one inch in width and three-quarters of an inch high does the work. This film carries any length from fifty to one hundred and fifty feet, and is so arranged as to allow twenty exposures to the second. This is so rapid that it catches minutely every movement in the picture. This is readily demonstrated in the illustration shown. The illustration shows the actual size of a piece of film cut from one of the long rolls, and if the reader will

notice the pictures closely he will see that while there are only six pictures, the movement of the trains is very marked. This section of film passed the focusing lens in about one-third of a second, and the impression on the film shows one-half of the baggage car as having entered the picture in this space of time, which indicates the moving of the train at a high rate of speed. A curious fact is also noted, that none of the men in the picture have made any motion whatever in this period. On close

examination under the microscope the movement of the smoke from the approaching train in the distance is varied. Examination of one of the full sized rolls of film to the light and running it through your fingers shows every detail very clearly.

As stated above, twenty impressions to the second are registered by the camera upon the film. This will make fifteen pictures to the foot, and a film sixty-five feet in length such as was used in taking the Royal Blue trains shows nine hundred and seventy-five impressions.

The time consumed in taking the complete picture was about forty-nine seconds.

After the impressions have been taken the film is treated in the same manner as any other photographic film, and thus made permanent. In reproducing the picture upon the canvas, the film is taken up over a large wheel and securely fastened in the cogs in precisely the same manner as the cog chain in a bicycle. The illustration shows the perforations in the film. The picture is then rapidly drawn between the lens in the projecting machine and a very strong concentrated light, producing the effect shown on the canvas in exactly the same manner as a stereopticon, with the exception, of course, that the pictures behind the lens are in very rapid motion.

We produce herein also a photograph of the operators at work taking cinematoscope pictures of these trains. This photograph was taken by the official photographer of the B. & O. From it the exact position of the operators can be readily observed.

The Baltimore & Ohio Railroad have prepared and will soon place on exhibition throughout the country cinematoscope pictures taken of four trains—two Royal Blue trains and two freight trains—on their respective passenger and freight tracks. These pictures were taken at 10.37 a. m., on two successive days, at a point between Baltimore and Washington where these trains pass each other in regular business every day of the year. The operators in taking these pictures were thoroughly interested in their work and anxiously awaited the minute at which they had instructions to commence starting their

machine. Precisely on the minute a Royal Blue train from the west approached on the first track and another Royal Blue train from the east on the second track—both trains running at a speed between seventy-five and eighty

miles an hour—while on the third track an east bound freight, and on the fourth track a west bound coal train, all regular trains on schedule time. This is one of the many interesting features of the B. & O.



PHOTOGRAPH OF OPERATORS AT WORK TAKING PHANTASCOPE AND CINEMATOSCOPE PICTURES OF ROYAL BLUE TRAINS AT RELAY, NEAR BALTIMORE.

OLD CAMDEN STATION, BALTIMORE.

A BIT OF HISTORY.

THE graceful iron arches and columns of the new train shed at Camden Station of the Baltimore & Ohio R. R. at Baltimore are completed, and the roof has been placed over the wide platforms, and soon the old train shed through which passengers have hurried for nearly a half century will only be used to shelter prosaic but useful freight cars. Passengers will soon learn and become accustomed to the new thoroughfare to waiting trains, and the sound of footsteps passing in and out of the former passenger gate will soon be but a memory.

As long, however, as old Camden Station stands it will ever hold recollections, not only for the elder employes of the great company, but also for the citizens of the former and last generations. It is an old landmark, and around its dull colored walls a greater part of Baltimore's history has been made.

The present station was built in 1852. Prior to that time the station was situated on Pratt street, on the site now occupied by Mason's cracker factory. In those days Pratt street station was known all over the country. From its contracted yard the first steam passenger train put to practical use for the transportation of travelers puffed away to Ellicott City, fifteen miles out, then the terminus of the road. To the people of those days the steam cars were a fearful and wonderful thing, and every one was anxious to ride on them.

In one of the newspapers of that day is found an item stating that during hot weather the citizens of Baltimore enjoyed the cool ride "on top of the cars" to Ellicott City, or rather Ellicott's Mills. "The cars go so fast," the item reads, "that a constant breeze is created for those sitting on the roof."

When the B. & O. was opened to the then distant Cumberland, Camden station was thrown open to the pub-

lic. Mayor and city officers delivered addresses. The iron horse had, to their minds, done a wonderful feat in climbing to the summit of the mountains.

Before steam was employed on the road, freight and passenger cars were hauled by mule power from Baltimore to Ellicott's Mills. The cars left in trains. Each train consisted of three to five cars, according to the tonnage of their cargo, and their departure and arrival were advertised in the daily and weekly papers.

The road grew larger, it threw out its black rails across the mountains and underneath them. It leaped wide rivers and brawling mountain streams, and its force of employes grew in number as the B. & O. grew in length. The years passed on. Then came the civil war, and old Camden station resounded with the thuds of drums, the singing of bugles and the march of the Union blue coats as the long trains drew out of the station, carrying them south to battle for the Union. "Rebellious Baltimore," our city was called then because of the strong secessionist feeling of its people, which culminated in the attack on the Sixth Massachusetts regiment as it passed through the city on the way south. Through it all old Camden station stood with its single tower looking down calmly on the excited city as though to say, "I represent progress and am unharmed." *Baltimore World.*



RAPIDS ON THE NORTH FORK RIVER, E. & O.



JEFFERSON'S ROCK, NEAR HARTERS FERRY, ON THE LINE OF THE BALTIMORE & OHIO R. R.

OBSERVATION CARS.

THE magnificent scenery of the Baltimore & Ohio Railroad affords endless pleasure to the traveler between the east and west. No railroad in the world can offer a greater number of interesting features to the traveler than the B. & O.

Taking a Royal Blue Line train from New York City for Chicago, the

over of ten days is allowed at Washington.

Thirty miles beyond Washington the B. & O. reaches the Potomac River, and the splendid panorama of mountain scenery commences. The time table shows this point at Washington Junction. A little more than ten miles from this station on a branch of the B. & O.



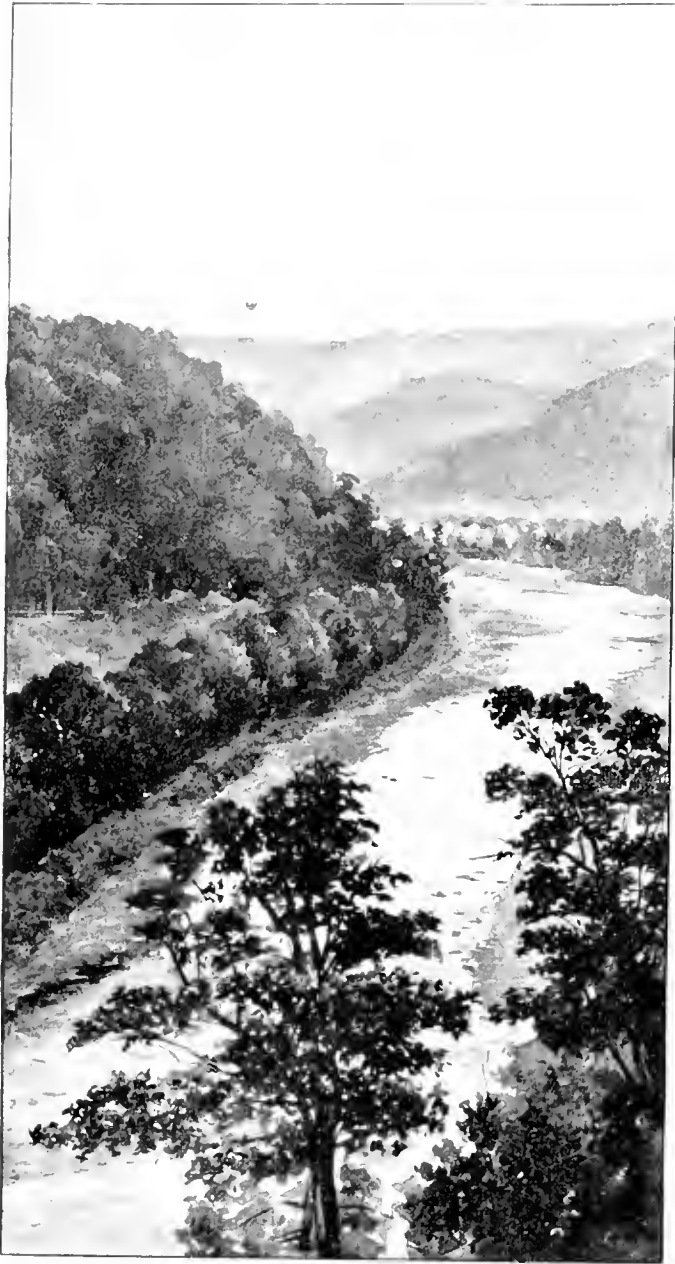
THE FAMOUS FISHING GROUNDS OF THE POTOMAC RIVER ON B. & O. R. R.

passenger via the B. & O. views an ever-varying panorama of interest and beauty. From almost any part of New York he can reach either the Second, Third, Sixth or Ninth Avenue Elevated lines, or the Broadway cablelines, and for a five cent fare be transported to Whitehall Terminal or South Ferry, or to Liberty Street Terminal, the B. & O. passenger stations.

From Jersey City the route is via Philadelphia, Baltimore and Washington, and if the passenger desires, a stop-

is Frederick, the little German village which has been sung to the school children of three decades, famous for its loyalty to the Union when Stonewall Jackson's army marched through its streets.

From Braddock's Heights, near Frederick, a magnificent view is obtained of mountains and valleys rich in historic lore. The eye can stretch far out over the States of Maryland, Pennsylvania, Virginia and West Virginia, and the famous battlefields.



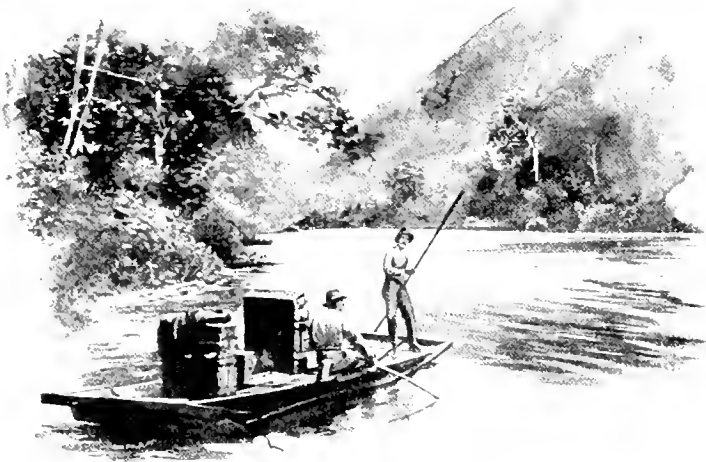
THE SHENANDOAH RIVER
AS SEEN FROM THE OBSERVATION CARS OF THE B. & O. NEAR HARPER'S FERRY.

The Blue Ridge Mountains rise majestically with Sugar Loaf Mountain, Bolivar Heights, Maryland Heights and Loudon Heights, cutting their outlines in the sky, while in the far distance are Antietam and Gettysburg.

Beyond Washington Junction the Potomac is no longer the broad, placid stream, but a mountain rivulet of cascades, cataracts and whirlpools full of choicest mountain trout. Point of Rocks is down in the memorandum book of all expert fishermen and lovers of exquisite

darkness for less than a minute, then breaking into daylight with such a magical effect as to hold the traveler in speechless amazement at the scene presented—this is Harper's Ferry.

The receding mountain through which the train has just passed, raises its mighty summit high into the sky. The broad Potomac, shallow and rocky, has met the Shenandoah and their valleys unite in one grand picture. The monument erected on the spot where John Brown's fort stood before it was



THE HISTORIC POTOMAC RIVER.

mountain scenery. The view from the car is equal to the Yellowstone.

Catoctin, the little German village, next in order, brings to mind again the story of the war, as does every village or town along the line of the B. & O., for the next one hundred miles.

Weverton, then Harper's Ferry.

The passenger on the rear platform of the observation car will be treated to a view so sublimely beautiful as to be everlastingly impressed on his mind. The train passes Weverton clinging to the side of the mountain like a creeping thing avoiding the water beneath. The mountain seems ready to topple over on the traveler looking up to ascertain its height. An impassable wall of stone appears abruptly ahead; when suddenly the train disappears into total

taken to the World's Fair, is but a few feet away from the train.

The old fort after its removal from the World's Fair was taken back to a point about four miles from Harper's Ferry on the Shenandoah River and located in a small park donated for the purpose.

Jefferson's memorable rock is near Harper's Ferry, and from it may be seen a picture which as Jefferson termed it, is "worthy a trip across the Atlantic."

Beyond Harper's Ferry following the Potomac River the route is wildly picturesque through a region of famous springs to Cumberland, thence through the great Pennsylvania mining district to Pittsburg and Akron, and thence making a straight line across Ohio and Indiana to Chicago.



THE ELK RIVER VALLEY ON THE LINE OF THE E. & O.

THE EVOLUTION OF THE LOCOMOTIVE.

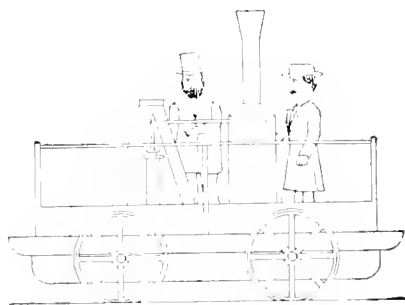
STEAM locomotives have been so long the only motive power on regular railroads that there is now a widespread belief that both were invented simultaneously. Not only is this not the case—the invention of railroads having preceded that of the locomotive by at least a hundred years—but it is also the fact that the Baltimore & Ohio Railroad, though commenced the year after George Stephenson had begun to use a locomotive regularly on the Stockton & Darlington Railway, was planned originally for hauling cars by horses.

The engineers in this country were perfectly well aware of the importance of Stephenson's application of locomotives to the hauling of passengers and freight, as exhibited by him in 1825, but they doubted whether a similar system of traction could be applied to railways on this side of the Atlantic. The earliest railways to which locomotives were applied had tracks at once level and straight; and it was not until Peter Cooper had demonstrated by means of his model locomotive that steam power could be safely used to haul cars around curves of 400 feet radius, that horses were finally superseded.

Although Peter Cooper never built a successful full-sized locomotive, he is none the less entitled to the renown of being the father of the American locomotive. He began building his model on the site of the present Mount Clare workshops in Baltimore, in 1829, and made several trial trips with it before the close of that year. It was a very crude machine, judged by the present standard, having an upright boiler with a single cylinder of $3\frac{1}{4}$ inches diameter and a stroke of $14\frac{1}{2}$ inches. Alderman Cooper, as he was then always called, could get no tubes for his boiler in this country, so that he was forced to use five or six gun barrels for this purpose. Instead of using the exhaust steam from the cylinder to produce a draught for the fire, as in all modern locomotives, Mr. Cooper placed a fan, revolved by a belt from one of the axles, in the funnel of his engine. The power was applied to the other axle by means of a toothed

wheel. The strength of the engine was one horse power.

On Saturday, August 28, 1830, Peter Cooper and thirty-nine other persons



THE FIRST AMERICAN LOCOMOTIVE

had a grand excursion to Ellicott's Mills, thirteen miles distant, and back. The gross weight of the train was three and a half tons, and the steepest gradient eighteen feet to the mile. Mr. Cooper acted as both engineer and fireman, using his favorite anthracite coal. The out-bound trip was performed in an hour and twelve minutes, part of it being done at the then extraordinary rate of eighteen miles an hour. Mr. H. S. Latrobe, one of the passengers, who was for many years afterward general counsel to the Baltimore & Ohio Railroad Company, remembered that when this speed was reached "several gentlemen pulled out their pencils and wrote connected sentences on slips of paper to prove that it was possible at that great velocity."

On the homeward trip, on this occasion, the band slipped off the fan and the anthracite coal refused to burn fast enough to make steam. The consequence was that one of the Stockton & Stoke's horse cars passed the locomotive, in spite of the frantic efforts of Mr. Cooper, in which he lacerated his hands, to slip the band back into its place. This was the first and last public performance of Peter Cooper's locomotive, of which an account has been kept, but it nevertheless proved that a locomotive could be built which would run up gradients and keep on the track while rounding sharp curves. On the following January 4th, the directors of the

Baltimore & Ohio Railroad Company issued their famous offer of \$4,000 for the best locomotive which should be delivered to their line before the following June 1st. The conditions attached to this offer show graphically the hopes and fears of the railroad men of that day. Summarized these were:

"That the engine must burn coal or coke, and consume its own smoke.

"That it must not exceed $3\frac{1}{2}$ tons in working order, and must be able to draw fifteen tons at the rate of fifteen miles an hour.

"That, other things equal, the engine of least weight would have the preference.

"That the wheels should have inside flanges, and if coupled should not exceed three feet in diameter, while if not coupled, the single pair of driving wheels should not exceed four feet in diameter.

"That the pressure of the steam should not exceed 100 lbs. to the square inch, and should be as much below that limit as possible.

"That each engine should have two safety valves out of the engineer's control.

"That each engine should have a mercurial gauge to blow out if the steam pressure exceeded 120 lbs.

"That the height of the funnel should not exceed twelve feet."

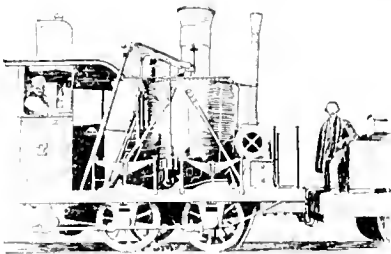
The winner of this contest was Phineas Davis, who called his engine the "York," from York, Pa., where it was built. It was the first of the class known as "grasshoppers," and had a vertical boiler and cylinder. The exhaust steam revolved a fan which in turn revolved a second fan close to the ash pan by which air was forced up through the fire. The dimensions of this engine

ter by 16 inches stroke. Under favorable circumstances the "York" ran at as high a rate of speed as thirty miles an hour with three or four cars, and throughout the year 1832 had an average run of eighty miles a day. In September, 1832, it was found that by placing steel springs on the engine and cars that one-third more load could be hauled with the same effort. Mr. Gillingham, the Superintendent of Motive Power, also reported at this time that the daily expense of the locomotive was \$16.00, while it cost \$33.00 using horses to haul the same load.

Mr. Davis, who had now become the regular builder of engines for the Baltimore & Ohio Company, turned out his second "grasshopper" engine early in 1833, which he named the "Atlantic." The third engine of the same class was named the "Franklin," and both these engines were considerably heavier than the "York." In July, 1834, when it was seen that the opening of the line to Harper's Ferry was at hand, four more engines were put in service. Two of these, "Arabin" and "Mercury," were built by Davis, the other two being built by Charles Reeder, of Baltimore. Some one or more of these engines had a horizontal boiler instead of a vertical one, and the name "crab" was given to its class to distinguish it from the "grasshopper" class.

On August 25th, 1835, the Washington branch of the Baltimore & Ohio Road was opened for traffic, and on the following September 27th, Phineas Davis was killed. He was standing on the tender of an engine which ran off the track, and was hurled against the fire-box with such violence, that he never recovered consciousness. This led to the leasing of the Mount Clare shops to Gillingham & Winans, who agreed to furnish the Baltimore & Ohio Company with locomotives, at a stipulated price, and to give it precedence of all orders from elsewhere.

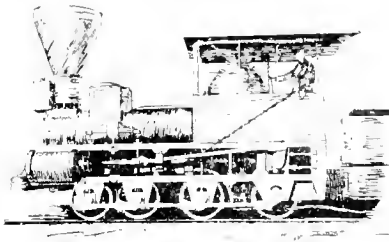
Ross Winans, the junior partner in this firm, had been connected with the Baltimore & Ohio Road from its inception. He began life on a farm and became connected with the railway through selling it horses. His inventive genius soon displaying itself, he was sent to England in 1829, being then



A DAVIS GRASSHOPPER

have not been preserved, but the cylinders were probably $5\frac{1}{2}$ inches in diam-

thirty-three years old, to witness the locomotive contest at the Liverpool & Manchester Railway, finally won by



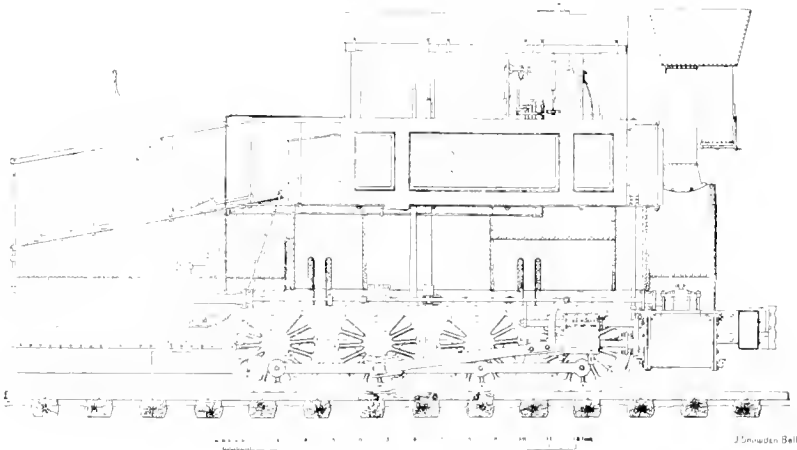
WINANS MUD-DIGGER.

Stephenson's "Rocket." Returning to the United States, he invented the projecting journals on the axles of car wheels, thus reducing at a stroke the friction of hauling them from twelve pounds to a ton to three pounds.

As soon as he turned his hand to building locomotives, Mr. Winans threw himself into his work with characteristic energy. His first two engines, manufactured in the fall of 1836, though eight tons each in weight, had a greater draw-bar pull than any of the twelve-ton engines made by Stephenson in England. No records of these first two engines built by Mr. Winans have been preserved, but in the following year the first of the famous "mud diggers" was turned out at the Mount Clare Works. This type of engine had driving wheels three feet in diameter, and cylinders

hundred pounds to the square inch, such an engine must have had a draw-bar pull of 19,266 pounds, or enough power for even a good sized engine of to-day. There were drawbacks, however, to the utilization of all this tractive force. Instead of the crank-shaft being connected directly to the central driving wheels, it operated through an intermediate shaft placed behind the fire box. This shaft had toothed wheels, which in turn engaged others on the shaft of the rear axle. The six driving wheels were connected by outside coupling rods, as in the engines of to-day, but these rods were attached to the wheels by ball joints in order to allow the lateral play then considered necessary to enable the engine to pass safely around curves. If the bad balancing of all early locomotives be added to the friction of the toothed wheels, and the lateral and longitudinal play of the connecting rods, it may be safely inferred that the "mud digger" class never was able to apply more than half its nominal draw-bar pull.

Hitherto, the Baltimore & Ohio had restricted its orders for locomotives to its local headquarters, but in 1838, four new engines were placed on the Washington Branch, which had been built by the William Norris Locomotive Works, of Philadelphia. These engines were wood-burners, with a single pair of driving wheels, and cylinders twelve inches



WINANS CAMEL-BACK.

seventeen inches in diameter, with a twenty-four inch stroke. Assuming that the steam pressure in the boiler was one

in diameter, with an eighteen inch stroke. A second pair of driving wheels were afterward coupled to the first pair, and

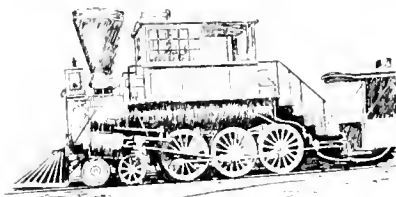
it is with this alteration that these Norris engines are now remembered by some of the early workers on the road still living. The Washington Branch early became very popular with the traveling public, as the President of the Baltimore & Ohio, early in 1836, in an official report, says: "The first four month's travel averaged 200 persons per day, far exceeding the most sanguine expectations of the road." A two-car train making a daily trip from Baltimore to Washington and back would not appear to be doing an excessive business in these days.

On November 5th, 1842, the road was opened to Cumberland, and two years later Ross Winans delivered several engines especially adapted for hauling coal. All that is known about these engines is the fact that each was 22 tons in weight, and from the stress laid upon their heaviness it may safely be assumed that all previously built engines must have been considerably lighter.

The variety of locomotive still known as the "camel back" was first built by Ross Winans between 1850 and 1853. These were the first 30-ton engines ever used in any part of the world, and their fame was spread abroad in the land. Next to one modern class of engines, which shall here be nameless, they were perhaps the ugliest locomotives which have ever been built. Their bare unprotected fire-boxes hung over the rear wheels with a downward slant from the boiler. The fire-box had two chutes, through which coal was supplied at intervals by opening slides worked by a lever. The cab was placed on the top of the boiler and steps leading from it to a

which took the form of a short piece of duplicate funnel placed directly in front of the ordinary one.

One feature of these locomotives which attracted great attention from the engine men of that day was the horizon-

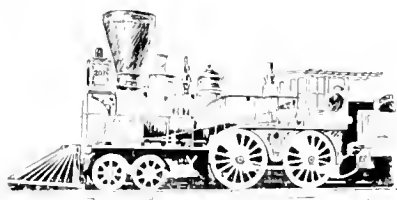


HAYES GRADE ENGINE.

tal cylinders placed in a line with the centre of the driving wheels, as is almost universally the case to-day. Before the "camel back" innovation the cylinders had been placed above the centre of the driving wheels, and of course inclined toward them.

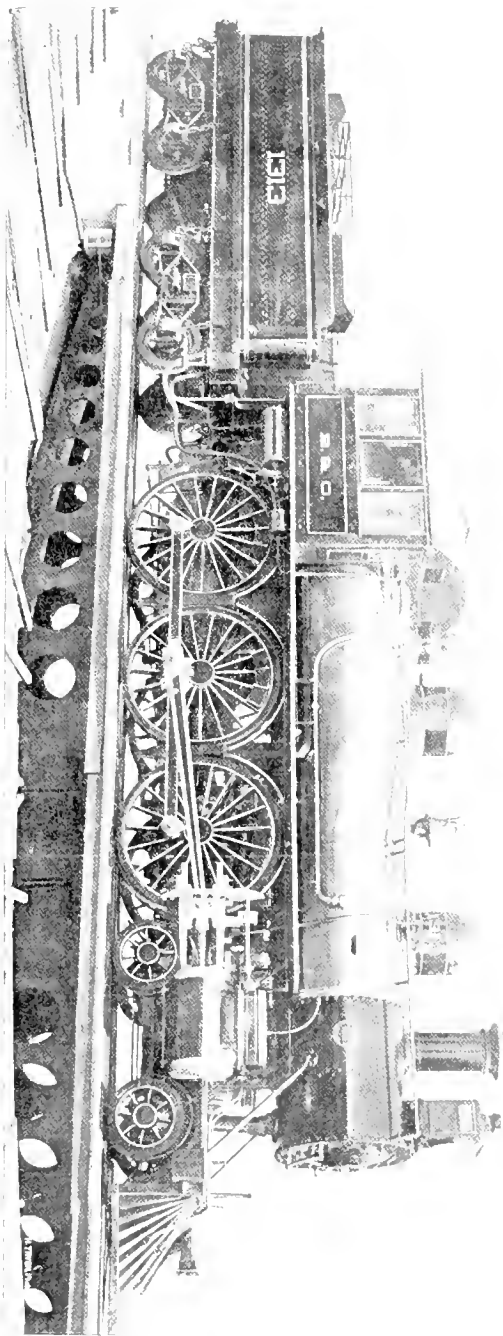
Yet the "camel backs" had their good points. They could pull trains which other engines could not look at; they could make steam in any kind of weather and with almost any kind of coal; they never got stuck on the up grades as other engines frequently did, and their strength, and constancy in using it, obviated the necessity of occasional helpers. They could haul trains 100 tons in weight in summer and eighty tons in weight in winter, and keep their scheduled time, over the mountain grades of the Alleghenies. They were stoutly built engines, too, with good material in every part of them, and some of them, put into service thirty years ago, are still pegging away, much too good to be relegated to the scrap heap.

The Baltimore & Ohio was opened from Cumberland to Wheeling in January, 1853, and in preparation for this event and its expected large accession of the traffic, seventeen engines were ordered early in 1850, at a cost of about \$150,000. Ross Winans secured the order for ten of these engines, at a cost of \$9,750 apiece, eight more were built by A. W. Denmead, at \$8,500 each, and two from Smith & Perkins at \$9,500, two from the New Castle Manufacturing Co., at \$9,500, and one from the same company at \$8,500, while four were made at the B. & O. shops and charged up at \$9,500 each. This little list shows that the price of all classes of engines



HAYES BULCH WAGON.

gangway which ran back to the tender. The fireman must have had a dangerous journey to and fro when his "camel back" was running at high speed. The beauty of this engine, as originally built, was not enhanced by a spark arrester,



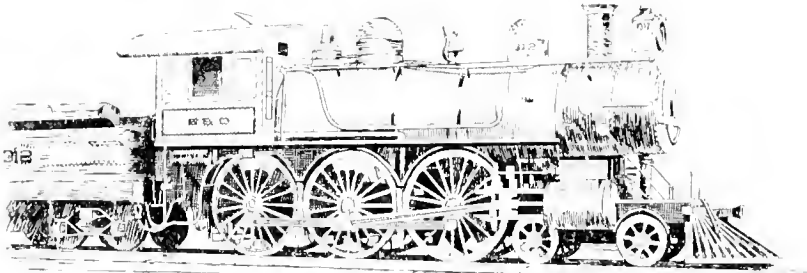
THE CLIMAX OF ENGINE BUILDING. ONE OF THE LARGEST OF THE B. & O. IS SEEN AT WORK BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK ON THE ROYAL BLUE TRAIN. DESIGNED BY MR. HARVEY WHEELER, GENERAL SUPERINTENDENT MOTIVE POWER, B. & O. CO., BALTIMORE, MD.

was between \$8,500 and \$9,750, and it is a curious fact that the increasing cheapness of material and greater efficiency of workmanship permits engines of double the weight, and more than the power, to be built to-day for about the same prices. Before these orders were given out the B. & O. was using sixty-four engines on the main stem.

The next innovation in engine building, which, in view of modern American practice would not be termed an improvement, was made by Samuel J. Hayes in 1857. Mr. Hayes was then Master of Machinery for the B. & O., and he determined to build some wood-burning engines with inside cylinders. As inside cylinders demand forged cranks on the driving axles, and as these crank axles are liable to fracture with excessive

branch road. But the latest example of engine building, as illustrated by the ten-wheeled consolidated passenger engines at present in use on the B. & O. Road, brings up such magnificent concentration of speed, strength and endurance as were never before seen in the history of the world.

These engines have six coupled wheels, six feet six inches in diameter, cylinders 21 x 26 inches, and a steam pressure of 170 pounds to the square inch. They haul the Royal Blue Line trains, and on many occasions have gone a mile in fifty seconds, while one of them has been timed covering a mile in thirty-two seconds. As to strength, one of them has hauled five Blue Line cars from Baltimore to Washington, forty miles, in thirty-six minutes.



A MODERN FLATIR

strain or after long use, American builders have wisely avoided them. In spite of this fact, Mr. Hayes went ahead and turned out several of the best proportioned engines, all things considered, that engine men had ever seen up to that time. They had cylinders fifteen inches in diameter with a twenty-two inch stroke. The central driving wheels and trailing wheels, which were coupled, were five feet in diameter. They were at first known as the Hayes' Passenger Engines, but were soon nick-named, the "Dutch Wagons." Still they became very popular with both operatives and passengers; the former, because they made steam and kept time if not overloaded, and the latter, because they were neat and handsome with plenty of polished brass work.

Between the era of the "Dutch Wagons" and the mammoth locomotives of to-day, lie the classes of engines familiar to every one, because examples of them are still to be found working on every

When it is borne in mind that a "horse-power" really means what a very strong horse can lift in a minute, the force of one of these engines will be realized by conceiving 1,100 horses all able to make one mighty pull at the same moment. As to speed, one of these engines will advance at the almost inconceivably rapid rate of 100 feet in a second. Think of a living seventy-ton machine hurling 300 tons of inert train matter through the space of 100 feet between pulse beats! Yet this tremendous aggregation of energy is under such perfect control as to respond to the touch of the engineer as quickly and as obediently as would a lady's horse to the rein of its rider. There may be inventions which are considered more marvelous than the modern high-power locomotive, but surely none displays in concrete result the power of man to imprison so mighty a force in so small a compass.

E. H. MUTH.

PAVILION ON THE VERGILIANA ALONG THE LINE OF THE BALTIMORE AND OHIO R.R.



CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.00	12.40	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION	7.55	8.50	10.50	12.50	1.45	3.48	6.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STATION	8.02	8.57	10.57	12.57	1.52	3.55	6.07	1.26	9.57
AR PHILADELPHIA	10.16	11.00	12.54	3.05	4.05	5.57	8.20	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.30	6.30	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL	12.40	1.25	3.05	5.35	6.35	8.15	10.45	6.57	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 503 DAILY	No. 525 DAILY	No. 515 DAILY	
	AM	AM	AM	PM	PM	PM	PM	NIGHT	
LV NEW YORK, WHITEHALL TERMINAL	7.55	9.55	11.25	1.55	3.25	4.55	5.55	12.10
LV NEW YORK, LIBERTY STREET	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
LV PHILADELPHIA	10.26	12.20	1.35	4.20	5.41	7.40	8.19	3.30
AR BALTIMORE, MT. ROYAL STATION	12.38	2.24	3.32	6.42	7.47	9.52	10.18	6.00
AR BALTIMORE, CAMDEN STATION	12.45	2.32	3.40	6.50	7.55	10.00	10.26	6.10
AR WASHINGTON	1.40	3.30	4.30	7.50	8.45	11.00	11.15	7.30
	PM	PM	PM	PM	PM	PM	PM	AM	

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL	9.55 AM	1.55 PM	3.25 PM	4.55 PM	4.55 PM	12.10 NT	12.10 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	5.00 PM	5.00 PM	12.16 AM	12.15 AM
LV PHILADELPHIA	12.20 PM	4.20 PM	5.41 PM	7.40 PM	7.40 PM	3.30 AM	3.15 AM
LV BALTIMORE, MT. ROYAL STATION	2.24 PM	6.42 PM	7.47 PM	9.52 PM	9.52 PM	8.45 AM	10.18 AM
LV BALTIMORE, CAMDEN STATION	2.32 PM	7.00 PM	7.30 PM	10.10 PM	10.10 PM	9.00 AM	10.45 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.60 PM	11.30 PM	11.20 PM	10.00 AM	11.45 AM
AR PITTSBURG			6.35 AM			7.00 PM	
AR WHEELING		8.20 AM					
AR COLUMBUS		11.35 AM		2.55 PM			
AR TOLEDO				6.35 PM			
AR CHICAGO		9.00 PM				9.00 AM	12.00 NN
AR CINCINNATI	8.00 AM			5.30 PM			3.05 AM
AR INDIANAPOLIS							7.00 AM
AR LOUISVILLE	12.10 PM			10.50 PM			
AR ST. LOUIS	6.40 PM			7.12 AM			
AR ROANOKE					7.50 AM		
AR KNOXVILLE					4.10 PM		
AR CHATTANOOGA					7.40 PM		
AR MEMPHIS					7.25 AM		
AR NEW ORLEANS					11.20 AM		

Through Pullman Sleepers to all points. NOTE On Sundays No. 9 leaves New York at 1.55 p. m., Philadelphia 4 20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO		2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV TOLEDO	4.55 PM						
LV COLUMBUS	8.55 PM			6.00 PM			
LV WHEELING				12.25 AM			
LV PITTSBURG			8.00 AM		9.00 PM		12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM					
LV LOUISVILLE	2.15 PM	8.23 AM					
LV INDIANAPOLIS		7.55 AM					
LV CINCINNATI	6.35 PM	12.05 PM					
LV NEW ORLEANS						5.00 PM	
LV MEMPHIS						8.00 PM	
LV CHATTANOOGA						8.30 AM	
LV KNOXVILLE						12.05 PM	
LV ROANOKE						10.45 PM	
AR WASHINGTON	12.30 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.30 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION	1.35 PM	7.50 AM	6.10 PM	1.00 PM	8.20 AM	8.50 AM	12.45 AM
AR BALTIMORE, MT. ROYAL STATION	1.52 PM	8.02 AM	6.07 PM	12.67 PM	8.02 AM	8.67 AM	1.26 AM
AR PHILADELPHIA	4.05 PM	10.16 AM	8.20 PM	3.05 PM	10.16 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	5.30 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL	6.35 PM	12.40 PM	10.45 PM	5.35 PM	12.40 PM	1.25 PM	6.57 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD—SOLID
VESTIBULED TRAINS—PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Parlor Car Washington to New York—Dining Car Washington to Philadelphia.
- No. 510. Parlor Car Washington to New York—Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York—Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York—Dining Car Washington to Baltimore.
- No. 502. Parlor Car Washington to New York—Dining Car Baltimore to Philadelphia.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York—Dining Car Baltimore to New York.
- No. 516. Buffet Parlor Car Washington to Philadelphia.
- No. 514. Separate Sleeping Cars from Washington, Baltimore, and Philadelphia to New York.
- No. 522. Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington—Dining Car Philadelphia to Baltimore.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington—Dining Car New York to Baltimore.
- No. 507. Parlor Car New York to Washington—Dining Car Baltimore to Washington.
- No. 509. Parlor Car New York to Washington—Dining Car Philadelphia to Washington.
- No. 503. Parlor Car New York to Washington—Dining Car New York to Baltimore.
- No. 525. Buffet Parlor Car New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore, and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis—Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals—Parlor Car Cincinnati to Louisville.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellare—Sleeping Car Baltimore to Wheeling—Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg—Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis—Sleeping Car Baltimore to Toledo—Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans.
- No. 5. Observation Sleeping Cars Baltimore to Chicago via Pittsburg—Sleeping Car Pittsburg to Chicago—Dining Cars serve dinner, supper and breakfast.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route—Parlor Car Baltimore to Grafton.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Cincinnati to Baltimore—Sleeping Car Toledo to Baltimore—Dining Cars serve all meals.
- No. 4. Drawing Room Sleeping Car St. Louis to New York—Drawing Room Sleeping Car Chicago to Baltimore—Dining Cars serve all meals.
- No. 6. Observation Sleeping Cars Chicago to Baltimore—Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York—Sleeping Car Wheeling to Baltimore—Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore—Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York.
- No. 46. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS

BALTIMORE & OHIO RAILROAD

JOHN K. COWEN, OSCAR G. MURRAY,
Receivers, Baltimore, Md.

EXECUTIVE DEPARTMENT.

JOHN K. COWEN, President Baltimore, Md. J. W. McNEAL, Asst. Treasurer Baltimore, Md.
W. H. THOMS, Treasurer Baltimore, Md. C. W. WOODFORD, Secretary Baltimore, Md.

ACCOUNTING DEPARTMENT.

H. D. BUCKLEY, Comptroller Baltimore, Md. J. M. WALKINS, Auditor of Revenue Baltimore, Md.
Geo. W. BOOTH, Gen. Auditor Baltimore, Md. A. F. DENNEY, Auditor of Disbursements Baltimore, Md.

OPERATING DEPARTMENT.

WM. M. GREENE, Gen. Manager Baltimore, Md. E. W. GRUBBS, Superintendent Car Department, Baltimore, Md.
W. J. MANNING, Chief Engineer Baltimore, Md. C. C. F. BENT, Supt. Philadelphia Division, Philadelphia, Pa.
THOS. FLEZACARD, General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Baltimore, Md. JOHN L. SPRINGER, Supt. Balt. Div. Main Stem, Baltimore, Md.
WM. GIBSON, Assistant General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Pittsburg, Pa. R. M. SHRYVES, Supt. Western Div. Main Stem, Gratton, W. Va.
J. VAN SMITH, Gen. Superintendent New York Division, Foot of Whitehall Street, New York. THOS. C. PRINCE, Supt. Harper's Ferry and Valley Division, Winchester, Va.
J. M. GRAHAM, Gen. Supt. Trans. Ohio Divisions, Chicago, Ill. E. A. HESTER, Superintendent Middle Div., Cumberland, Md.
D. T. MARGREY, Supt. of Transportation, Baltimore, Md. J. H. GROVER, Supt. Pittsburg Division, Pittsburg, Pa.
HARVEY MIDDLETON, Gen. Supt. Motive Power, Baltimore, Md. J. L. JOHNSON, Superintendent Chicago Division, Garrett, Ind.
T. N. KATHLEIGH, Supt. Motive Power Lines East of Ohio River, Baltimore, Md. CHAS. STEVENSON, Superintendent Akron Division, Akron, O.
W. H. HARRISON, Supt. Motive Power Lines West of Ohio River, Newark, O.
DAVID LEE, Eng'g. Maint. of Way Lines West of Ohio River, Zanesville, O.

PURCHASING DEPARTMENT.

J. H. BARKER, Purchasing Agent Baltimore, Md. J. W. FRANKLIN, Fuel Agent Lines West of the Ohio River, Newark, O.
CHAS. FLOCK, Fuel Agent Lines East of the Ohio River Baltimore, Md.

TRAFFIC DEPARTMENT.

PASSENGER.

D. B. MARTIN, Manager Passenger Traffic Baltimore, Md. A. C. WILSON, Trav. Pass. Agt., N.Y. Ave. and 15th St., Washington, D. C.
J. M. SCHRYVER, Gen. Pass. Agt. Lines East of Ohio River, Baltimore, Md. C. E. DEDROW, Trav. Pass. Agent Harper's Ferry, W. Va.
B. N. AUSTIN, Gen. Passenger Agent Lines West of Ohio River, Fisher Building, Chicago, Ill. J. L. LEAKE, Travelling Passenger Agent Wheeling, W. Va.
R. F. PHILLIPS, Gen. Baggage Agent Baltimore, Md. R. C. HAYSE, Travelling Passenger Agent Newark, O.
A. J. SIMMONS, Gen. New England Passenger Agent, 211 Washington Street, Boston, Mass. F. P. CORRIE, Travelling Passenger Agent Tiffin, O.
LAWAN McARTHUR, Gen. East. Pass. Agt., 131 Broadway, New York. W. M. MCCONNELL, Pass. Agent, 111 Superior St., Chicago, Ill.
JAMES POTTER, District Passenger Agent, Philadelphia, Pa. T. G. TECKERMANN, City Pass. Agt., 131 Broadway, New York.
B. T. BOYD, Division Passenger Agent Baltimore, Md. E. B. PATTON, City Pass. Agt., N.Y. Ave. and 15th St., Washington, D. C.
S. B. HEGG, Division Passenger Agent Washington, D. C. W. E. SNYDER, Passenger Agent Baltimore, Md.
ARTHUR G. LEWIS, South Pass. Agt., Atlantic Hotel, Norfolk, Va. H. A. MILLER, Passenger Agent Wilmington, Del.
E. D. SMITH, Division Passenger Agent Pittsburg, Pa. C. I. GREGORY, Pass. Agt., 5th Ave. and Wood St., Pittsburg, Pa.
D. S. WILDER, Division Passenger Agent Columbus, O. W. W. PICKING, City Passenger Agent Chicago, Ill.
D. D. GORRING, Gen. Trav. Pass. Agt., Baltimore, Md. W. C. SHUMAKER, Travelling Passenger Agent, Chicago, Ill.
ROBERT SKINNER, Trav. Pass. Agt., 131 Broadway, New York. J. P. FARGAR, Travelling Passenger Agent, St. Paul, Minn.
BERNARD ANDREY, Trav. Pass. Agt., 815 Chestnut St., Philadelphia, Pa. C. H. DUNBAR, Travelling Passenger Agent Omaha, Neb.
Room 32, Mills Building, San Francisco, Cal.

FREIGHT.

C. S. WIGHT, Manager Freight Traffic Baltimore, Md. G. J. LINCOLN, Com'l. Fht. Agt., 100 Chestnut St., Philadelphia, Pa.
J. W. GALLERIE, Gen. Freight Agent Baltimore, Md. C. H. MAYNARD, Commercial Freight Agent, Boston, Mass.
J. R. BROCKENBROUGH, Gen. Freight Agent, Pittsburg, Pa. E. S. KING, Commercial Freight Agent, Baltimore, Md.
C. A. LEWIS, Gen. Freight Agent in charge of Freight Claims, Tariffs and Percentages, Baltimore, Md. J. E. ALLEN, Commercial Freight Agent, Washington, D. C.
JAMES MOSHER, Gen. East. Fht. Agt., 131 Broadway, New York. W. N. MITCHELL, Commercial Freight Agent, Atlanta, Ga.
A. P. BIGLOW, Gen. West. Fht. Agt., 120 La Salle St., Chicago, Ill. G. D. GIBSON, Commercial Freight Agent, Wheeling, W. Va.
G. A. CARLWRIGHT, Asst. Gen. Fht. Agt., Pittsburg Division and Lines West of the Ohio River, Pittsburg, Pa. C. I. WOOD, Commercial Freight Agent Akron, O.
PAUL CHERRY, Gen. Daily Freight Agent, Chicago, Ill. H. R. ROGERS, Commercial Freight Agent Cleveland, O.
J. A. MERRILL, Eastern Coal & Coke Agent, Baltimore, Md. F. N. KENDALL, Commercial Freight Agent Toledo, O.
J. T. ALLECK, Western Coal & Coke Agent, Columbus, O. C. H. BOSS, Commercial Freight Agent Milwaukee, Wis.
R. B. WAYS, Foreign Freight Agent Baltimore, Md. H. A. LAING, Commercial Freight Agent Quincy, Ill.
ANDREW STEVENSON, Asst. Gen. Freight Agent Baltimore, Md. H. C. PROCTOR, Commercial Freight Agent Omaha, Neb.
B. A. JACKSON, Division Freight Agent Staunton, Va. C. B. HARRISS, Commercial Freight Agent Minneapolis, Minn.
W. R. McNEAL, Division Freight Agent, Cumberland, Md. THOS. MILES, Commercial Freight Agent Duluth, Minn.
J. M. DENNIS, Division Freight Agent, Clarksville, W. Va. JOHN H. DODDINGS, Commercial Freight Agent, Detroit, Mich.
O. A. COSSLECK, Division Freight Agent, Columbus, O. W. M. MATTHEWS, Commercial Freight Agent, Pittsburg, Pa.
C. F. WHITT, Division Freight Agent Sandusky, O.
R. B. KAYE, Division Freight Agent Tiffin, O.
W. A. ALVA, Gen. Agent Washington, D. C. PETER HARVEY, Pacific Coast Agent, Room 32 Mills Building, San Francisco, Cal.

MILEAGE.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1 309 68
TRANS OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2 083 93

ON B. & O. R. R.

[illegible][illegible]

Station	Agents	Class of Agents	Days of the Week	Pay per Month
Charlestown	Pa	W. A. Spengler	F 1 C	Pitts
Charlotte Furnace	Pa
Chert Haven Coal Co	Pa
Chert Haven	Pa	W. S. Ober	F 1 C	F. M. P.
Cherry Camp	W. Va	Thos. W. Keeney	1 1	P. & W.
Cherry Run	Pa	R. D. Sutton	F 1 C	Middl
Chester	Pa	A. M. D. Mullins	F 1 C	Phila
Chesnutst. Phil	Pa
Chesapeake Chase	Pa
Chicago	Ill	J. E. Scott	1 C	Andr'm
.....	H. W. Melkewin	1 C	Phila
.....	J. J. Eddy	1 C	Phila
Chicago Jet	Ohio	J. P. H. 1722 rald	1 1	P. & F. E.
Childs	Pa	F. B. Rittenhouse	1 T	Phila
Chillicothe	Ohio
Christy Park	Pa
C. H. V. A. T. Cross	Ohio	M. Van Heyde	T	Chicago
Cincinnati	Pa	Wm. Brown	1 C	Phila
.....	H. E. Wiseman	1 C	Phila
Clay Farm	Pa
Clayburg	W. Va	D. A. Annan	F 1 C	P. & W.
Clay	Pa
Clay Shilling	Pa
Clay Lick	Ohio	J. Hickey	1 1	Middl
Claypool	Pa	J. W. Fawing	1 T	C
Clayville	Pa	A. T. Martin	F 1 C	Pitts
Clayton	Pa
Clements	W. Va
Cleveland	Ohio	W. M. McConnell	1 C	13 Sp's
Clinton	Ohio	N. A. Rogalsky	F 1 C	Akron
Clinton	Pa
Clinton Siding	Pa
Cloakville	Pa
Clokeyville Jet	Pa
Clopper	Pa	M. W. Thompson	F 1	Balto
Coal Dale	Ohio
Colburg	Pa	R. C. Forbes	1 1	Chicago
Colbran's Mill	Pa
Colby's Crossing	Pa
Cogley	W. Va
Colburn Mine	Pa
Coleman	Pa
Colfax	W. Va	J. O. Woodruff	F 1	P. & W.
Colgate Creek	Pa
College Park	Pa
Collingsdale	Pa	C. O. Carroll	F 1 C	Wash'tn
Collinsburg	Pa	J. Lark	F 1 C	Phila
Collinsville	Ohio	F. P. 1218, F. D.	1 C	C
.....	D. S. Wisher	T C
Commonwealth	N. J.
Concord	Pa
Confluence	Pa	F. L. McDonald	F 1 C	Albghy
C. & O. Jet	Pa
Connohsville	Pa	H. S. Speer	F 1 C	Pitts
.....	F. A. Kell	F 1 C	Pitts
Consolidated Quarry	Pa
Contra	Pa
Cook's	Ohio	J. M. Hall	F 1	Middl
Cook's Mills	Pa
Cora Mines	Pa
Corbett	Pa
Cornuth	W. Va	F. D. Hoffman	1 1	P. & W.
Cornwallis	Pa	A. P. Lavelle	1 1	P. & W.
Connersville	Pa	Miss M. A. Thompson	F 1	Pitts
Corri House Sid	Pa
Cove Run	W. Va
Coxington	Pa	G. M. Abbott	1 C	H. & S. P.
Cowan	Pa
Coxwouten	Pa	W. M. Proctor	1 1	Phila
Craigton	Pa
Crawford Jet	N. J.	F. R. Harris	1	N. Y.
Creston	Pa	E. S. Schmitz	F 1 C	Akron
Cromwell	Ind	M. M. Trimble	1 T	Chicago
Croughes	Pa
Cuba	Ohio	Joseph H. Doubt	1 1
Cumbecland	Pa	M. C. Clark	T C	Middl
.....	W. A. Reinhardt	1
Cupp	Pa
CUTY	Pa
Curtis Bay	Pa	C. H. White	F 1	Curtis Bay
D				
Dadsh	Pa
Danner	Pa
Dani's Run	W. Va
Darby	Pa	Mrs. A. S. M. Diet	1 T	Phila
.....	modl
Davis	Pa
Daviesville	W. Va
Dawson	Pa	A. Van Horn	1 1	Pitts
Dawson	Pa
Dean	Pa
Deer Run	Pa	J. C. Hyde	F 1	Valley
Deer Park	Pa	W. B. Giffin	F 1 C	Middl
Dehance	Ohio	F. S. Bowby	F 1 C	Chicago
Dehance Bend	Pa	J. L. Stevens	1 1	Chicago
Dehner	Pa	J. A. Cook	1 1	Pitts
Dehrby	Ohio	A. C. Rafter	1 1	Middl
Derwood	Pa	D. L. Hoffman	1 1	Balto
Deisher	Ohio	J. H. Roberts	F 1 C	Chicago
Dewing Mill	Pa
Driving Mill Br	Pa

D

Station	Agent	Class of Agency	Division	Population
Hammond	Pa.			
Hickerson	Md.	H. C. Meem	F. I.	Metrop.
Dickson	Ohio	J. M. Foreman	F. I.	Scioto
Dillon's Falls				
Ditworth	Pa.			
Dodd's Siding	Pas.			
Doynink Ave.	Pa.			
Dock Siding	Ind.			
Doe Gully	W. Va.			
Donaldson				
Dorsey, Wesley				
Dove	Md.			
Dorsey's Run				
Doubt		B. C. Kollenberg	F. I.	First
Downer's	Ohio			150
Downs	W. Va.			
Dowdeltown	Ohio	N. Marshall	F. I.	Akron
Dulver	Va.			
Duckworth	W. Va.			
Dunblds		W. P. Bell	F. I.	Balto.
Dunbar	Pa.			
Dunbar Furnace		F. J. McCondy	F. I.	Pitts.
Dunning	W. Va.			2,500
Dunsmuir	Pa.	Arthur Klein	F. I.	
E				
Eagle Mine Det.	Pa.			
Eagle's Mill	Md.	W. C. Finkle	F. I.	Wash'tn
Eastman's Switch	Ohio			
Eastern Branch				
Bridge	D. C.			
East Lexington	Va.	L. E. Jarrett	F. I.	Valley
Easton	W. Va.	W. O. Grimes	F. I.	P. & W.
East Salisbury	Pa.			150
Eaton	W. Va.			
Echo	Ohio			
Eclipse	Pa.			
Eder				
Eder	Md.			
Edgemood	Ind.			
Edinburg	Va.			
Egypt	Pa.			
Eilen				
Eighty Four		R. D. Smith	T.	Pitts.
Elba				
Elk Ridge	Md.	C. E. Hubbard	F. I.	Wash'tn
Ellenboro	W. Va.	J. G. Dawson	F. I.	P. & W.
Ellerslie	Md.			500
Ellicott City		C. W. Harvey	F. I.	Balto.
Elford	Pa.			
Elm Grove	W. Va.	A. C. Lynch	F. I.	Pitts.
Elm Siding				1,200
Elmer				
Engine House	Pa.			
Eng	Pa.			
Engle	W. Va.	J. T. Burns	F. I.	Middle
Eureka	Pa.			50
Evans				
Everson	Pa.	D. V. Bixler	F. I.	Pitts.
Exwing	W. Va.			
Extract	Pa.			
F				
Fairbance	Pa.	W. H. Ott	F. I.	Pitts.
Fairfield	Va.	J. T. Patton	F. I.	Valley
Fairhope	Pa.			
Fairmont	W. Va.	J. E. Plekett	F. I.	P. & W.
F. M. & P. June				5,000
Farmbew	Pa.	Wm. Fisher	F. I.	Phila.
Farm	Md.			300
Farmingdon	W. Va.	P. W. Martin	F. I.	P. & W.
Farriland	Del.	Mrs. M. A. O'Rourke	F. I.	Phila.
Fayette	Pa.			
Felton		H. S. Burroughs	F. I.	Phila.
Felton Siding	W. Va.			250
Ferguson	Pa.			
Fendable				
Fetterman	W. Va.	J. K. Smith	F. I.	P. & W.
Fifty Siding	Md.			600
Flintville		H. B. Jethnes	F. I.	Pitts.
Flinty				700
Fisher's Hill	Va.			
Fitzg	W. Va.			
Flemington		A. Laughlin	F. I.	P. & W.
Fleming's	Ind.			400
Floyd Siding	W. Va.			
Foley	Pa.			
Folly Mills	Va.			
Folsom		Mrs. L. A. Garrett	F. I.	Phila.
Foltz				500
Forest	Ohio			
Forest Glen	Md.	L. D. Siskill	F. I.	Metrop.
Forest Hill	Ill.			150
Forestville	Va.			
Fort Detlamore		J. S. R. Chey	F. I.	Anne Ar.
Fort Hill				
Fort	W. Va.			
Fosterla	Ohio	R. F. Hooper	F. I.	Chicago
Foustwell	Pa.			8,000
Frank				
Franklin	Ohio	Owen Meahan	F. I.	A. O.
Franklin	Md.			200

Station	Agent	Class of Agents	Director	Population
Pain's Creek	Pa			
Pain's Creek	Pa			
Palatine Mines	W Va	J. M. Hall	F. F.	Midland
Park	W Va			
Park'sburg		G. B. Dondap	F. F.	P. & W.
Parson				
Parthow	W Va			
Patapsco	Md			
Pataiskala	Ohio	W. H. Talburt	F. F.	C. O.
Patterson	Pa			
Patterson's Creek	W Va			
Pattons	Ind	C. E. Robinson	F. F.	Balto
Paw Paw	W Va	C. T. Beyens	F. F.	Balto
Peckham	Pa			
Pepton				
Pennsboro	W Va	O. S. Freeman	F. F.	P. & W.
Percy		L. De Santles	F. F.	Phila
Perkins	Ohio			
Perkinsburg	W Va	D. M. Sharpnack	F. F.	P. & W.
Perrin	Md			
Philadelphia	Pa			
"	"	G. M. Cromwell	F.	Phila
"	"	W. H. McCormick	F.	St. Charles
"	"	W. E. Smith	F.	629 Smith
"	"	M. Rosenbaum	F.	629 S. Th
"	"	M. Rosenbaum	F.	208 N. 2d St
"	"	Raymond & W.	F.	208 N. 2d St
"	"	C. D. Gubling	F.	21th & Ch
"	"	W. B. Conrad	F.	121th & M
"	"	C. S. Knowton	F.	1065 C. Ch
Philippi	W Va	J. M. Dennison	F. F.	P. & W.
Phillips	Pa			
Piermont	W Va	J. M. Templeton	F. F.	P. & W.
Pier 21st Lombard	Pa			
Pine Grove	"			
Pine Hall	"			
Pinkerton	"	A. J. Stuen	F. F.	Phila
Pinkerton Horn	"			
Pittsburgh	Pa			
"	"	C. E. Gregory	F.	Phila
"	"	J. J. McCormick	F.	5th & W
"	"	S. J. Hutchinson	F.	629 Smith
"	"	Louis Mueser	F.	626 Smith
"	"	J. E. Fry	F.	German Bank
Phone No. 1	Md	J. P. Mullin	F. F.	Balto
Pleasant Co's	Ohio	J. E. Bruffy	F. F.	Midland
Pleasant Valley	Pa	Reuben A. Hill	F. F.	C. O.
Pleasant Valley	W Va	F. W. Carpenter	F. F.	Valley
Plymouth	Ohio	J. W. Malone	F. F.	1st & Erie
Pond Mills	W Va	Mrs. M. E. Snyder	F. F.	Phila
Pond Marlon	Pa	O. A. Miller	F. F.	Phila
Pond of Rocks	Md	W. W. Meisner	F. F.	Balto
Pontiac	Ohio			
Poplar	Pa			
Porter Hill	Md			
Port Perry	"	D. W. Stricken	F. F.	Phila
"	"	Idge		
Port Royal	"			
Portsmouth	Md	G. M. Rawlings	F.	Balto
Portsmouth June	Pa			
Preston	W Va			
Price	Pa			
Prout's	Ohio	S. C. Prout	F. F.	1st & Erie
Providence Mill	Ind	Geo. R. Kerfoot	F.	Phila
Q				
Quaker City	Ohio	A. J. Bennett	F. F.	C. O.
Quarantine	Md			
Quick'sburg	W Va			
Quigley	W Va			
Quinn's Cross	Ind			
R				
Railin	Md			
Rainey	Ohio			
Randall	W Va			
Randolph	Md	A. M. Mace	N.	Balto
Rankin	Pa	L. L. Lutz	F. F.	Phila
Raphin	W Va	J. D. Parker	F. F.	Valley
Rathbunake	Ohio	Wm. Grayson	F. F.	Midland
Rawlings	Md	G. M. Rawlings	F. F.	Balto
Reed Bros	Pa			
Reeds Mill	Md			
Reynolds	Pa			
Reynolds Run	Ohio	James L. Denora	F. F.	Midland
Reynolds Switch	Md			
Reynolds Station	Ind	John W. Howset	F.	Balto
Reynolds	Ohio			
Republic	"	A. J. Stricken	F. F.	Chicago
Reuse	Pa			
Richardson's	Ind			
Ridley	Pa	Mrs. Elm Miller	F. F.	
Riggs	W Va			
Richard				
Ripley	Ind			
Rist	Pa			
Riverton	Ohio	C. A. Marston	F. F.	Akron
Riverdale	Md	J. A. Blundin	F. F.	Phila
Riverside	Pa			
Riverton	"			

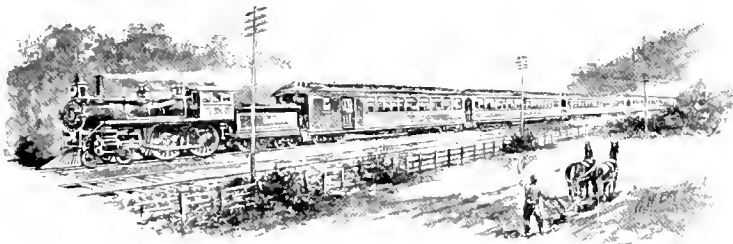
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ROYAL BLUE TRAINS

OF THE **B. & O.**

RUN DAILY BETWEEN

New York, Philadelphia, Baltimore, Washington



Pittsburg, Wheeling, Columbus,

Chicago, Cincinnati, St. Louis.

PULLMAN

BUFFET PARLOR CARS, SLEEPING CARS,
DINING CARS.

The Picturesque B. & O.

ONLY LINE

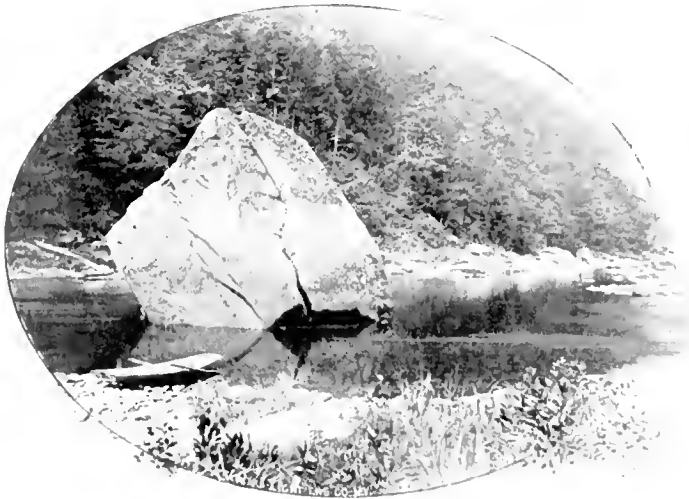
Operating its Own Through Trains

BETWEEN

St. Louis, Chicago, Cincinnati
and New York, Baltimore and Philadelphia

via Washington City

ALL TICKETS ALLOWING TEN DAYS STOP-OVER.



SQUIRREL ROCK

EXCELLENT CAMERA HUNTING

PHOTOGRAPHER'S PARADISE

THE SOMBRE ALLEGHENY MOUNTAINS

THE BEAUTIFUL SHENANDOAH RIVER

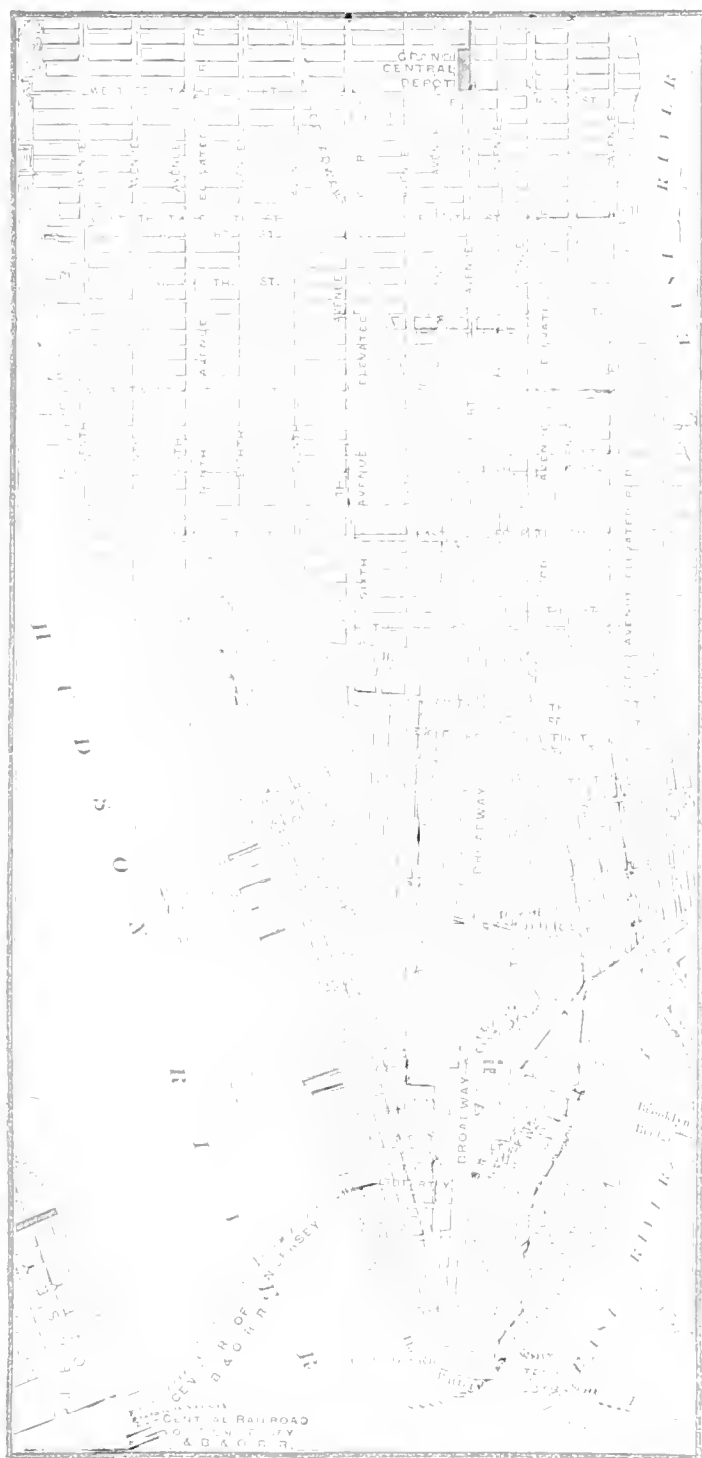
THE HISTORIC POTOMAC

THE VALLEY OF THE VIRGINIAS

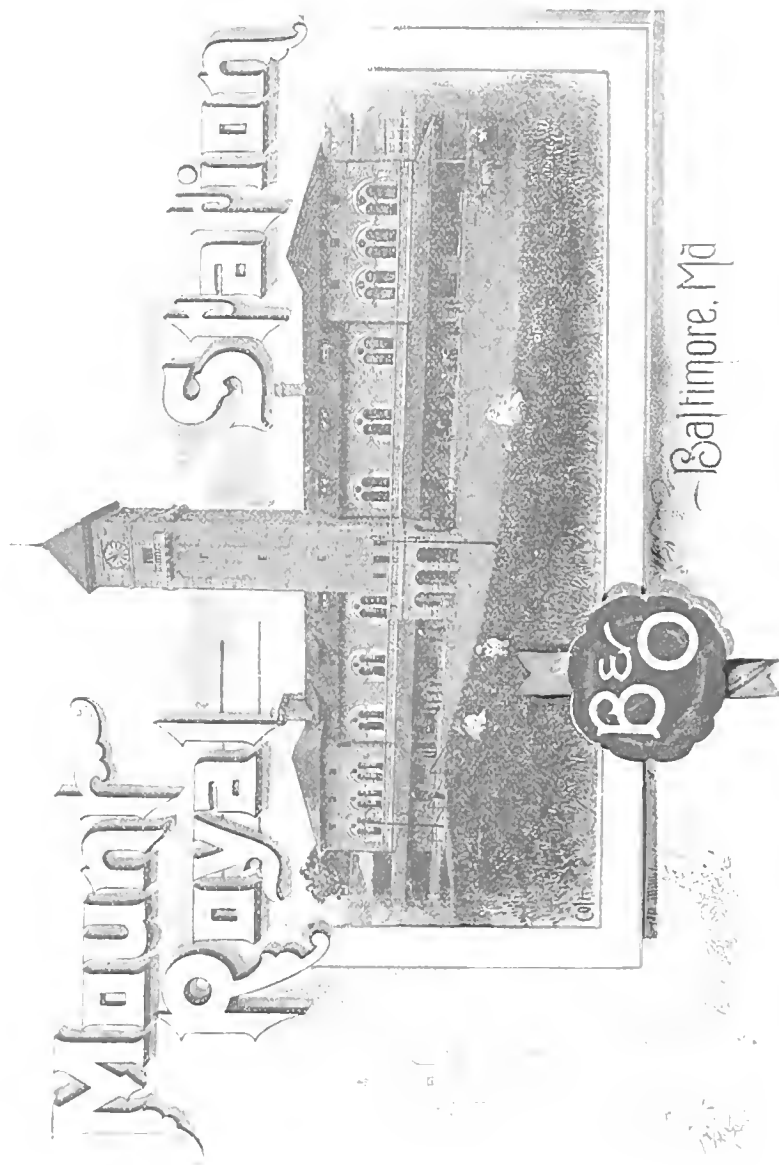
The Grandest Scenery of America

REACHED BY

Royal Blue Trains of the B. & O.



Map of New York City, showing the Hudson River, Central Railroad, and various streets and landmarks.



FINEST PASSENGER STATION IN AMERICA

ROYAL BLUE



top-over

privilege at

Washington

NEW CONGRESSIONAL LIBRARY, WASHINGTON D. C.

A TEN DAY stop-over at Washington, D. C., is granted on all through tickets between the East and West via Baltimore & Ohio R. R. Stop-over will also be granted on the return journey on round trip tickets within the final limit of such tickets, but not exceeding ten days. Passengers desiring stop over will notify conductor prior to arrival at Washington so that tickets may be properly endorsed. Tickets must be deposited with ticket agent at B & O station in Washington immediately on arrival who will retain them until the journey is to be resumed when they will be made good for continuous passage to destination by extension or exchange. This arrangement will doubtless be greatly appreciated by the traveling public because it will permit the holders of through tickets to make a brief visit to the National Capital without additional outlay for railroad fare.

The Picturesque B. & O.

ONLY LINE

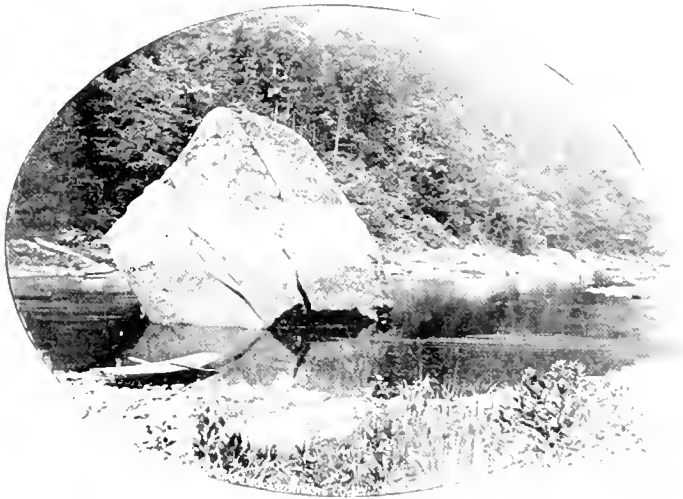
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THE VALLEY OF THE VIRGINIAS

The Grandest Scenery of America

REACHED BY

Royal Blue Trains of the B. & O



ELECTRO-LIGHT ENGINE CO. N.Y.

A VIRGINIA FARM

(From Photo)

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD

VOL. 1

BALTIMORE, NOVEMBER, 1897.

No. 2.

MODERN PHOTOGRAPHY.

MARVELOUS complexity and detail have been introduced into photography within recent years, and yet, paradoxically enough, this very complexity has been the means of giving to the individual worker, who neither desires

become within recent years, that there are few men who are able to keep abreast of the ever-increasing strides of this beautiful art-science, and these few are men who constantly devote their energies to photographic research and ex-



IN THE VALLEY OF VIRGINIA

(From Photo.)

nor cares to delve into the more subtle mysteries of the science, simplicity of method and operation wholly unknown to the painstaking and careful worker of twenty years ago.

It is the story of modern civilization and accompanying specialization, which, to a greater or less degree, affects every science, and creates men highly proficient and skilled in certain branches of manipulation, but badly rounded or trained in the subject as a whole. So broad has the subject of photography

perimentation, exclusive of everything else. The average man either follows some special branch of photography for purely commercial ends, or picks it up as a pastime, a relaxation from other worrying cares and duties, and it is not to be expected that these specialists and pleasure-seekers can do more than keep in reading touch with the steadily increasing ramifications of the chemistry, processes, machinery and art as applied to photography.

It is interesting in the extreme to fol-

low the rapid changes which have taken place in the various factors of photography within less than a generation, and to finally sum up how modern appliances, chemical discoveries, and a generally machine-made life have made "you push the button, and we do the rest." almost a reality. However, it should never be forgotten that the brains are not in the machine.

My earliest recollections of photography only carry me backward some twenty years, when, as a small boy, I received the princely salary of seventy-five cents a week as an apprentice to a curly, sandy-haired photographer in my small home town. To my boyish fancy he was the epitome of rare cleverness and skill, and the very soul of a subtle, fascinating black art.

Those were the days of hand-coated collodion dry-plates, just before the commercial dawn of the gelatine dry-plate, and I so well remember the excessive irascibility of the proprietor on the days when he coated plates: it was worth your life to disturb him or raise a speck of dust in the establishment. With limited facilities and floor-space, it was no easy task to turn out evenly coated, well-sensitized plates, which would be fast enough to photograph even children; but the remarkable sharpness (which was then always sought for), brilliancy, and truly artistic treatment of his subjects remain to-day as monuments of his ability and versatility.

This same man—and he was hardly an exception among those of his profession—also did all his own developing, retouching, albumenizing and silvering of the paper, and, while I did most of the printing and mounting, he did the toning, tinting and spotting, and between times took jobs of outside photography, or experimented assiduously along certain lines of research.

The change from then to now impresses one as a wonderful dream. To-day the hive of photography is filled with a swarm of specialists. A host of photo-mechanical processes has arisen, which are as Greek to the mere manipulator of a camera. The studio portrait-artist no longer makes landscapes or does architectural studies, and in his gallery he may have gone so far as to distribute the work among a number of

assistants, such as a camera-operator, a developer, a printer, a mounter, a retoucher and a spotter.

The outdoor photographer now follows a separate and distinct business, which includes everything scenic and architectural, and, in all fairness, it must be admitted that the follower of this branch of the art, with the aid of the progressive amateur, is to-day doing more for the advance of photography than he who works under the stable illumination of skylight and electric arc, surrounded by a corps of assistants who do only special and never-varying work, for this outside man has his photographic senses keyed to the highest notch by the ever-changing variety of subjects and conditions under which he labors. Sea-scapes, open and close-at-hand landscapes, daylight and flashlight interiors, instantaneous and time-exposure portraits in the home, copying of all kinds, lantern-slide making, and, last of all, developing and printing for amateurs—all fall within his province. With these complex problems confronting him, he learns from necessity to use fast and slow, plain, orthochromatic and non-halation plates: he has stored in his brain the impressions of how nearly every marketable developer acts and works, and may use several different kinds, or may skillfully modify his own pet formula to secure the best results as the needs of the particular exposure of plate seem to demand.

Again, he has solved all the mysteries of wide angle, long-focus, symmetrical and portrait combinations in lenses, and knows how to get the most out of a subject at close range with the shortest exposure, using his swing-backs to the best advantage to reduce the perspective distortion so common to this class of lens, or he understandingly makes a good plate, minus the front combination of his lens, which he does when he desires to double the size of his picture.

It is quite needless to go into specific details respecting the immense amount of all-around technical knowledge and numerous little mechanical and chemical dodges which the outdoor man gains by his training in pure photography; but even he who is doing so much to push forward every new method and device which is practical, or invents

others for his personal needs and the ultimate good of the many, is to-day a specialist, for he is a mere tyro in most of the illustrative reproduction processes, such as photo-etching, photo-lithog-

the field. The photographer carried a quantity of baggage and paraphernalia which would horrify the modern worker: A dark tent, albumenized glass plates, silvering-baths, developers, intensifiers,



REST. — A PASTORAL SCENE IN THE SHENANDOAH VALLEY.

raphy, photo-gravure and allied gelatine processes, which are making our world a veritable picture-book.

Only those who have learned by experience recognize the hardships, labor and skill which were requisite to make old-fashioned wet-plates successfully in

etc.; in fact, a fully equipped photographic establishment for every operation, from the making of the sensitive plates to their completion as varnished negatives, had to be performed on the spot. His cameras were heavy and cumbersome, and comparatively bad in me-

chanical construction, and his lenses, when his slow plates demanded speed and covering-power, were not adequate for his needs. But with all these vexa-

tious stumbling-blocks in their paths, some few men rose to the occasion, and have given us portrayals of scenic splendors which are difficult to surpass in



PALISADES OF THE POTOMAC ALONG THE B & O R. R. (From Photo.)



CHEAT RIVER ALONG THE LINE OF THE BALTIMORE & OHIO R. R.

From Photo A

their treatment, even with the more perfected knowledge and apparatus of to-day. The names of W. H. Jackson and J. K. Hillers are famous in America as the finest outdoor wet-plate workers we have ever produced, a reputation which has not, however, been endangered by their use of dry-plates in recent years.

rendition of the "Picturesque B. & O." Hillers gained his well-deserved eclat by many years of association with the United States Geological Survey, and, during the era of wet-plates, made thousands of beautiful studies in the Grand Canon of the Colorado, Yosemite Park, and the Great American Desert.



MOONLIGHT IN THE ALLEGHIANIES.

Jackson's laurels were first won as a brilliant manipulator of the wet-plate when he was connected with the earliest of the United States Western surveys, following by his exquisite photographic

Perhaps the best comparative illustration of the difficulties which beset the old and the ease and advantages belonging to the new methods of photography which may be succinctly presented is

the relation of how several of the accompanying photographs were taken.

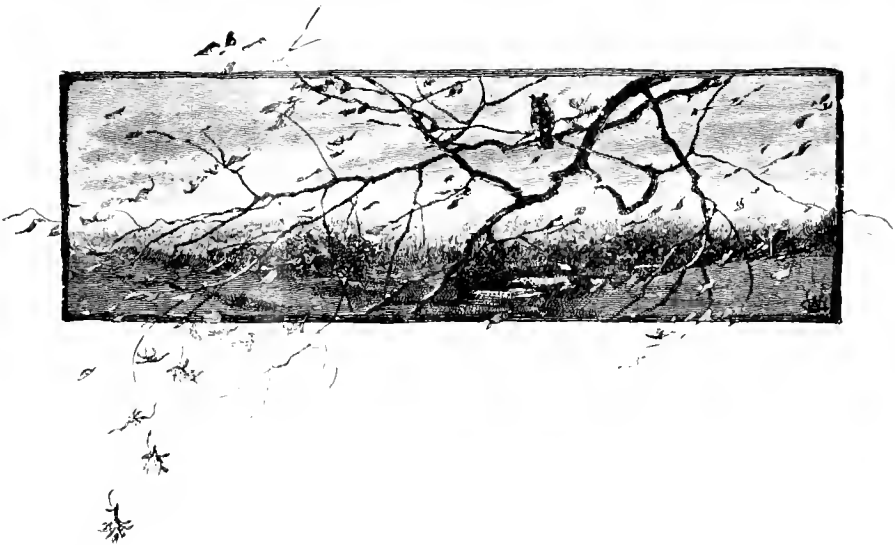
A fast Baltimore & Ohio train, with Harper's Ferry as the destination, was boarded by the photographer late one evening. The night was spent in one of the delightful cliff-perched summer resorts of the quaint and historic old town, the big 14x17 camera having been left in the baggage-room of the station far beneath. After a leisurely breakfast, an open carriage was secured, and the big box and the plate-holders picked up. First we passed over the iron bridge which spans the Shenandoah and connects the two states of Maryland and Virginia, and down a sweetly scented and shady roadway for three-quarters of a mile, then back again across the rippling, sparkling waters of the river and up the old canal by the Shenandoah a mile or more, to the second bit, which looks for all the world like a piece of Holland, with its picturesque clustered houses, and finally back to the heart of the dear old town where one of several old-fashioned streets, strongly suggestive of Colonial days, was selected as a fitting study for the camera. Certainly, not more than three hours' time was consumed in se-

curing three studies in black and white which please the eye and gratify the æsthetic sensibilities. It was a pleasure-trip in a barouche. Instead of one or two minutes' exposure, as of old, just one-tenth of a second was required on the rapid dry-plates, using one of the most modern of the Jena glass anastigmatic lenses. At the completion of the work with the big camera, it was dropped at the station, and a few hours more were spent in the fascinating sport of making snap-shots with an 8x10 hand camera. Development was a matter of less than an hour, on the following day, in a cozy little dark-room in Washington, supplied with automatic rockers and an abundance of fresh water.

When we shall photograph in colors with the simplicity and ease and minimum of expenditure of labor with which we now make fine negatives on lightning dry-plates, we will have reached the Utopian pinnacle of photography, though perhaps the ancient wet-plate expert will ungrudgingly concede that his brightest dreams have already been more than realized.

WM. DENWIDDE,

Official Photographer B. & O. R. R.

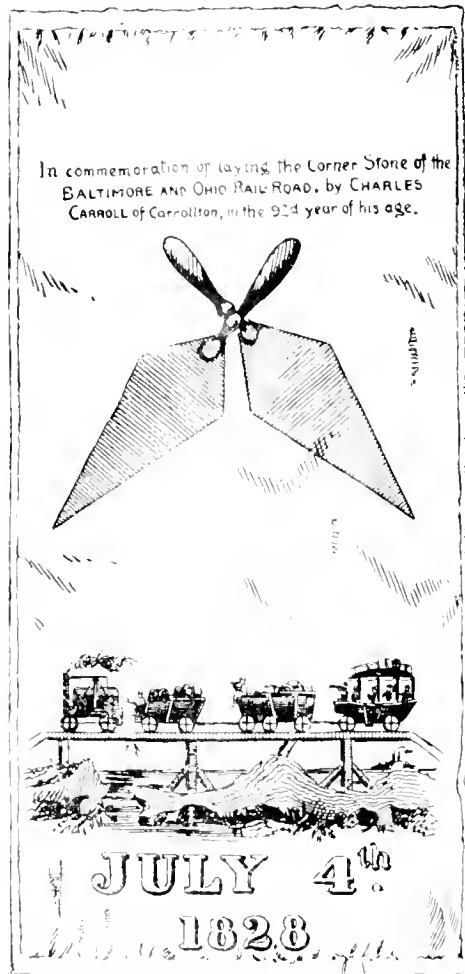


THE PIONEER RAILROAD.

THE Baltimore & Ohio Railroad, the Parent of American Railroads, from the time of obtaining the first charter until the present day, has been the developer of civilization and commerce of the New World.

When Charles Carroll, of Carrollton,

His memorable words were indeed a prophecy. The Baltimore & Ohio Road was the beginning, of which the thousands and thousands of miles of other railroad systems are but counterparts, and the foundation of the greatest commercial nation on earth.

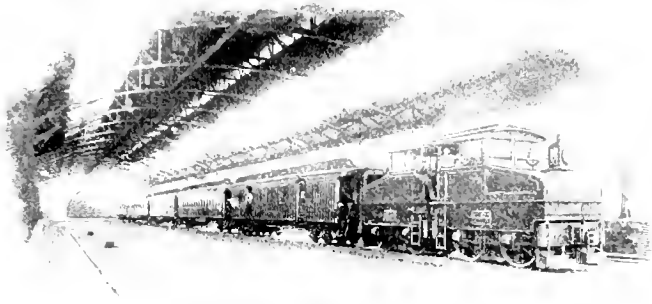


ONE SIMILE OF BADGE WORK IN THE GREAT CELEBRATION ON JULY 4, 1828, AT BALTIMORE

the only surviving signer of the Declaration of Independence at that time, cast the first spadeful of dirt for the beginning of the Baltimore & Ohio Railroad on July 4, 1828, he said, "I consider this among the important acts of my life, second only to that of signing the Declaration of Independence, if second to that."

The history of this great American Pioneer which has just passed its three score years and ten, reads like a story of Jules Verne's as to matters of wonderful productions and inventions, continuing in advance with new ideas, inventions and progressive ability.

Opening the books of history from 1827 until 1897, we find



ROYAL BLUE TRAIN IN ME ROYAL STATION, BALTIMORE, HAULED BY ONE OF THE FAMOUS 96-TON ELECTRIC LOCOMOTIVES. THE MOST POWERFUL LOCOMOTIVE IN THE WORLD.

It was the first:

"To obtain a charter, February 27, 1827, an instrument that has been a model for succeeding railroad corporations."

"To select a Board of Directors, April 23, 1827, of which Charles Carroll of Carrollton was a member."

"To lay the first railroad track, on July 4, 1828."

"To utilize locomotive power, Peter Cooper having placed the first locomotive ever built in America upon the road."

"To attempt the penetration of the Alleghany Mountains and span the chasms of its rivers."

"To issue a time table notifying the people when to be at the stations."

"To successfully employ electricity as a motive power," thus demonstrating to the world the entire feasibility of this

subtle and powerful agency in transportation, either for tonnage or speed.

It is:

"The only existing railway corporation which bears without change its original charter name, 'The Baltimore & Ohio Railroad Company,' through all the vicissitudes attendant to all large corporations."

"The oldest passenger railroad in the world."

It leads the world in:

"The finest and fastest series of passenger trains. The Royal Blue Trains between Washington, Baltimore, Philadelphia and New York."

"The most powerful electric locomotives."

"The most wonderful ocean terminal owned by any single railroad. Locust Point, Baltimore, Md."

ABOARD "THE FLYER—ROYAL BLUE."

ABOARD "The Flyer—Royal Blue." When trav'ling east or west
Fair nature's haunts unfold to view,
"All in her garlands dressed;"
Mid mountains picturesque and grand,
And valleys gliding through,
There beauties greet on every hand.

"The Flyer—Royal Blue."

"The Flyer—Royal Blue" sweeps by,
Swift winds along its wake
Fan leafy trees with branches nigh
The schedule time to make
And as it glides so swift away,
The flowers blooming too
Do bow and bend, as if to say,
"Salute the Royal Blue!"

Past water fall, o'er mountain streams
It safely speeds along,
O'er fertile plains away it steams
While life seems one sweet song
O, happy soul, while thus you roam,
And friends so fond and true,
We'll know it brings you safely home
"The Flyer—Royal Blue."

E. D. FREEMAN, M. D.

Osgood Ind., Sept. 25, 1907.



“BETTY.”

Betty was my sweetheart, truly,
Such another no man had ;
Such an one to make him merry,
Such an one to make him mad.

Betty's farmer brother gave a
Donkey to her Christmas day ;
Donkey that a nun might ride on,
Donkey solemn, slow and gray

Betty doted on that donkey ;
Betty, most inconstant she,
Doted on it, never caring
That she quite neglected me

“ Betty, darling, quoth I, jealous,
“ All the people, whom we know,
Will be saying it's surprising
That you love a donkey so ”

Betty was my sweetheart, truly,
And she whispered: “ If they do,
They will only be repeating
What they said when I chose you ”

W. J. Lampton in Tropics

RUDYARD KIPLING'S "007."

THE *New York Tribune* publishes a terse criticism on Rudyard Kipling's railroad story "007" in which the "English of it" is handled without gloves. But it is a good story nevertheless and it is only natural that the English writer should become a little "balled up" (this common railroad slang is here pardonable) in his American railway expressions. Quoting from the *Tribune*:

"The recently published story of Rudyard Kipling entitled '007,' in which many of the characters are locomotives, has attracted considerable attention in railroad circles, and many professional railroad men agree in crediting the author with unusual knowledge of railroad usages, technical terms and mechanical matters. Much of the conversation in the story is carried on by locomotives of various types, which meet in a roundhouse, where 007, 'an eight-wheeled American loco,' becomes acquainted with a number of his fellows.

'You can't expect a writer of jungle stories to be letter perfect in railroad matters,' said an old engineer, 'especially if the writer is an Englishman and the railroad matters in his stories are American. He tries hard to appear American, but in the first sentence in which the engine with the impossible name is referred to he shows his English. No one on this side of the water ever refers to an engine as a 'loco,' and the author never once uses the word engine in his story. If Kipling's 007 had been written for England or the colonies, it would have been perfectly proper to refer to a certain style of engine as 'American' in build, but in this country we have only American locomotives, and no practical railroad man in the United States uses the word 'bogie' when speaking of a 'truck.' These errors show that Kipling is like Sullivan's tar and

In spite of all temptations,
To belong to other nations,
He remains an Englishman.

'If he had been reared in this country or had more than a bowing acquaintance with railroad people, he would not have spoken of an engine as 'he,' and he would have chosen some other decoration than pea green with a red 'butter bar' for one of the most conspicuous of his collection of 'locos.'"

A prominent railway official of the operating department of a great railway is also quoted in the article.

"It is one of the best railroad stories I ever read. Many writers try to write similar tales, but they usually fail when they strike technical points, but Kipling has made none of the usual blunders, and his story would be most excellent, from the railroad man's point of view, but for a few slight errors. For example: 'I've trouble enough in my own division,' said a lean, light suburban loco, with very shiny brake shoes. 'My commuters wouldn't rest till they got a parlor car. They've hitched it on just ahead of the caboose, and it hauls worse'n a snow plow.'

'Now, a caboose, every one knows, is the car at the end of a freight train, and no one ever saw a caboose and a parlor car hitched as Kipling describes. His satire on the yardmaster is simply delicious. It may be a little overdrawn, but it shows that officer to be an unlimited monarch, and that's what he is for the time being. But when the author has the yardmaster examining freight receipts, he makes another error. A yardmaster never sees these documents. He handles way bills and running bills, but never a freight receipt. Mr. Kipling shows that he has been around engines, and knows much about them by mentioning the fact that they carry jack screws, but he probably never heard any one in a roundhouse talk about 'feed-water.'"

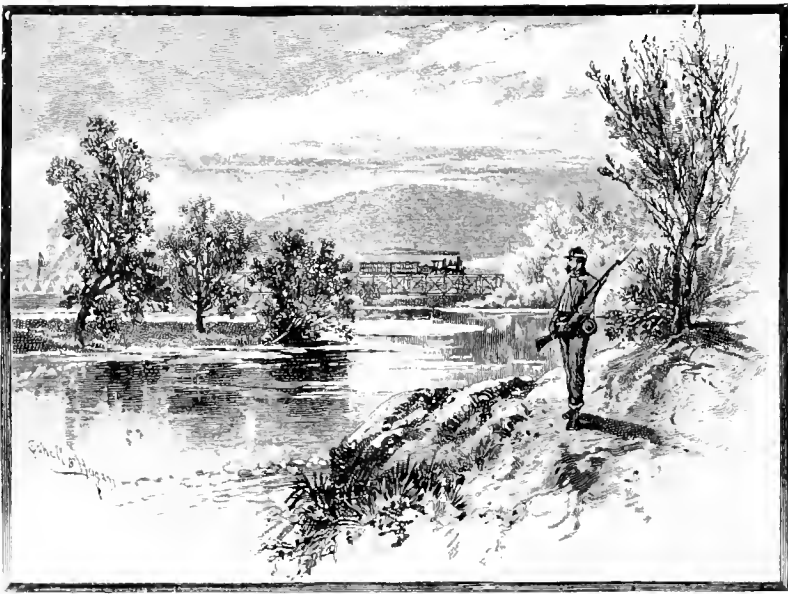
"ALL QUIET ALONG THE POTOMAC."

FOR more than one hundred miles west of Washington, the Potomac river and the Baltimore & Ohio Railroad are closely entwined, the road being sometimes in Maryland, although most of the time in West Virginia, the river forming the boundary line between the two States.

Aside from its memories, this river-child of the mountains is of special interest because of its evervarying beauty.

there it feeds a canal. We are sometimes close beside, and sometimes far above it. Altogether it is a traveling companion which one learns to love for itself alone, and irrespective of the mighty part it has played in the nation's history.

"'All quiet along the Potomac,' they say,
Except now and then a stray picket
Is shot, as he walks on his beat, to and fro,
By a rifleman hid in the thickets."



THE MEMORY-HAUNTED POTOMAC

Nearly all the distance it is bordered by trees bending over its pellucid waters, as if, like Narcissus, they were in love with their own images. In places broad and deep and placid, in others its course is fettered with great boulders, and the waters grow white with fury as they dash through the narrow obstructed channel. Here the meadows slope gently to its edge, and again the banks rise sheer and perpendicular, leaving not a foothold short of the most dizzy height. In some sections the river is the neighbor of many households; in others it tumbles on its way for miles and miles in utter solitude. Here it turns a mill; and

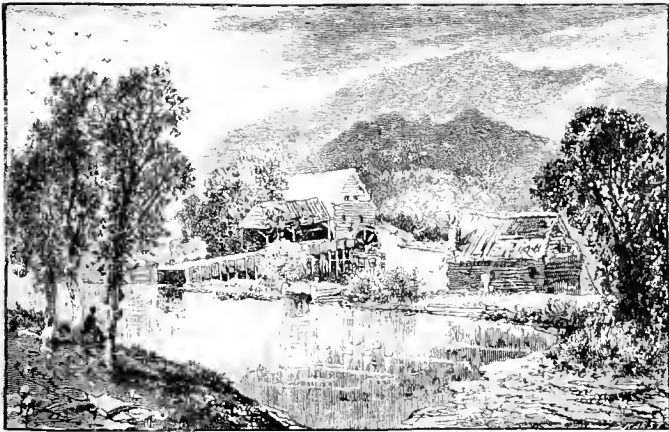
It was *not* always quiet along the Potomac. For four long weary years the valley through which it runs, and which now is a dream of peace and prosperity, was debatable ground for the great armies of the North and South; and both river and railroad were crossed and recrossed, time and again, by the contending forces. The battles of Antietam, South Mountain, Monocacy and Gettysburg were all fought north of the main line of the Baltimore & Ohio. Just south of it the battle of Ball's Bluff took place, while the Valley Division runs directly through the bitterly contested Shenandoah region. The line was of

the utmost importance as a highway for troops and supplies from the West, and had to be most jealously guarded by the Unionists. As it was, bridges were destroyed, tracks were torn up, engines stolen, cars and stations burned, telegraph wires cut, etc., etc.

Harper's Ferry was specially uncertain in its tenure, sometimes being held by one party and sometimes by the other. Joe Johnston, Stonewall Jackson, Jubal Early, Robert E. Lee, McClellan, Sheridan, Wallace, Butler and Banks all played important parts in the

more & Ohio locomotives, which were sorely needed on a Confederate road. They were rigged up so they could be hauled by teams, and the man who engineered this interesting feat of confiscation was afterwards master of transportation of the very road on which, under the exigencies of war, he had made such a heavy draft.

Where the three States of Virginia, West Virginia and Maryland come together, where the Potomac and the Shenandoah join their rushing waters, where the towering steepes of the Blue



HERE IT TURNS A MILL

great war drama, of which the country through which the Baltimore & Ohio runs, was the scene. Scores of battlefields can be visited by diverging only a few miles on either side. Almost within sight of the heights which tower above the main line is the scene of Sheridan's famous ride "from Winchester, twenty miles away;" while at less distance, although in another direction, is the town where lived Whittier's Barbara Frietchie

"On that pleasant morn of the early fall
When Lee marched over the mountain wall
Over the mountains, winding down
Horse and foot, into Frederick town."

This is the land of heroic song, and of heroic deeds as well.

From Martinsburg, Stonewall Jackson's men actually captured and carried off across the country six or eight Balti-

Ridge end abruptly, frowning as they do so, upon Maryland Heights on the one hand, and Bolivar Heights on the other, is cradled the historic town of Harper's Ferry.

The surroundings are in keeping with the birthplace of a mighty conflict. Terrible, indeed, in ages past, must have been the convulsions of nature which rent these giant rocks asunder, and terrible were the consequences which followed the wild act of old John Brown of Osawatimie, who, on this very spot, defied the laws and customs of his country, and with less than a score of followers, took up arms against the combined forces of public opinion, the institution of slavery, and the State of Virginia.

He was called a madman and a

murderer, and he died upon the gallows. Three years later his name was the song and watchword of an army, and

"His soul goes marching on!"

Brown chose this place as the base of his operations, he said, because he regarded these mountains as having been designed by the Almighty, from all eternity, as a refuge for fugitive slaves.

within the last two months, placed beside the monument four large iron slabs, with lettering in relief telling of the alternating loss and capture of Harper's Ferry. All trains of the Baltimore & Ohio stop immediately alongside of the monument and the tablets to allow passengers to see the interesting markers.

In September, 1862, a Union force



HORSE AND FOOT INTO FREDERICK TOWN

It will be remembered that on the evening of October 10th, 1859, he captured the town and the United States Arsenal; the following day was driven into a building, afterwards known as John Brown's Fort; that he refused to surrender till his two sons had been killed, and he was supposed to be dying. All this took place in plain sight of the Baltimore & Ohio Railroad, and the spot where the fort stood is marked by a monument. The government has,

of about 12,000, under Colonel Miles, was stationed here. On the 12th, four days before the battle of Antietam, a strong Confederate force, under Stonewall Jackson, appeared before Maryland Heights, on the Maryland shore, and early in the morning of the 13th, drove the Union troops stationed there behind their breastworks. These were soon after taken, when the Federals withdrew across the river. On the same day the Confederates established batteries on

London Heights, on the Virginia shore, and on the 14th opened fire from these and Maryland Heights, renewing it at daybreak of the 15th from seven commanding points. The Federal guns returned fire from Bolivar Heights, behind the town, but ineffectually, and Colonel Miles surrendered his force— all but the cavalry, who had escaped in the night. He was mortally wounded.

The Confederates took about eleven thousand prisoners, seventy-three guns, and thirteen thousand small arms. The Union forces were paroled, and Jackson marched immediately to join Lee at Antietam. That bloody field can be plainly seen from the heights about Harper's Ferry, as can also South Mountain, where the late ex-President Hayes was wounded.

THE AUCTION.

Lib, there's our wooden cradle
 A-goin' ter be sold ;
 It must be every single bit
 Of fifty-five years old.
 There goes Aunt Hannah's chest of
 drawers—
 Say' how much did it bring ?
 Three dollars ? Well, it's worth it,
 though
 A clumsy-built old thing.

There's Grandma's four-post bedstead
 Two, three, four dollars, five ?
 What fools them city folks must be '
 Why, goodness' sakes alive '
 I wouldn't give it house-room.
 With its great, awkward head.
 And when it comes to move to sweep,
 Them posts they weigh like lead.

A quarter for them fire-irons ?
 Who wants such things to-day,
 When folks can buy such lovely stoves ?
 Them city folks, you say.
 Are buyin' the old poker,
 And tongs, and shovel, too ?
 I wonder, when they get home,
 What they expect to do ?

There's Father's old high desk and
 Mother's
 Cushioned rocking chair
 One-fifty, two, three dollars ?
 Well, I call that very fair '
 I'm grateful to this rubbish
 For the solid cash it brings
 Let's go to town to-morrow
 And buy some nice, new things.

Puck.

RECONSTRUCTING A RAILROAD.

A TRIP over the Baltimore & Ohio verified the favorable reports current all summer as to the notable improvements in progress along that famous scenic route through the Alleghany mountains, and which are to enable the new management to cut the time between Chicago and New York to twenty-four hours or less. The principal work is being done on the mountain divisions east and west of Cumberland, where the pioneer curves and grades are surrendering to modern engineering and requirements at monumental cost. Short cuts across foothill knobs and noses have been burrowed and blown,



A NEW CUT AND GRADE ON NORTH MOUNTAIN

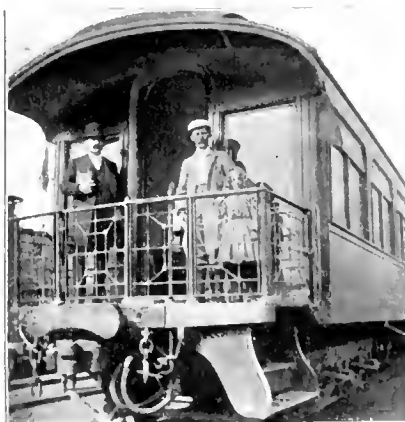
abolishing the most pronounced crooks and climbs, and enabling heavier trains on curtailed schedules. The snap shots shown illustrate the character of the improvements between Martinsburg and Hancock on the Cumberland and Harper's Ferry division. Just across the Pennsylvania State line at Fairhope, on the Cumberland and Pittsburg division, a new tunnel and two or three steel bridges cut off a semi circle of several miles and correspondingly reduce the widely mooted twelve mile grade that necessitated two engines from Cumberland to Keystone, including the one mile tunnel at Sand Patch, in the Alleghany summits. Already Baltimore & Ohio freight trains have been lengthened from twenty-five to forty cars and pulled over these mountain divisions with a single engine of the new mogul pattern. Equal cuts and reductions have been made on the celebrated division between Cumber-



THE R. & O. ON THE LAKE FRONT - SOUTH CHICAGO.

land and Grafton, where the old grades numbered 125 feet to the mile and twenty cars formerly made a mogul locomotive snort like a surprised hippopotamus in a mucky African jungle. This is on the Cincinnati & St. Louis line. Not less important in the Baltimore & Ohio revolution are the new ties and rails that have been laid on the mountain divisions, the rails being eighty-five pounds to the yard and thirty-three feet in length each, as compared with former ones of only sixty-seven pounds to the yard and thirty feet long. The Royal Blue trains run between Washington and New York in five hours over as fine a bit of track as can be found in the world.

The original Baltimore & Ohio was a mountain, river and valley route, and in accordance with the primer engineering age faithfully followed nature's lines. The modern engineering expert



A. T. & O. OBSERVATION CAR

is pointing out the blunders of his pioneer predecessors, and the Baltimore & Ohio is paying the fiddler in the transmogrification. That its growth and greatness were not foreseen is emphasized by its having had to latterly burrow its way under the two important American cities of Pittsburg and Baltimore, and build from Baltimore to Philadelphia, besides which it now contemplates an elevated entrance and loop in Wash-

ington. A great railway, like a great city, is a knotty thing to create—a slow and stubborn process of evolution—and the succeeding forces in this new portion of the world have bequeathed early posterity a series of railway tangles that only the millennium may be hoped to perfect or idealize. The management of the Baltimore & Ohio is doing a Herculean part in the particular situation that confronts it. *Letter in 1900.*"



DROPPING THE GRADE

ABOLISHING A CURVE

THE REBUILDING OF THE B. & O. ACROSS THE ALLEGANIES

HADN'T THOUGHT OF THAT.

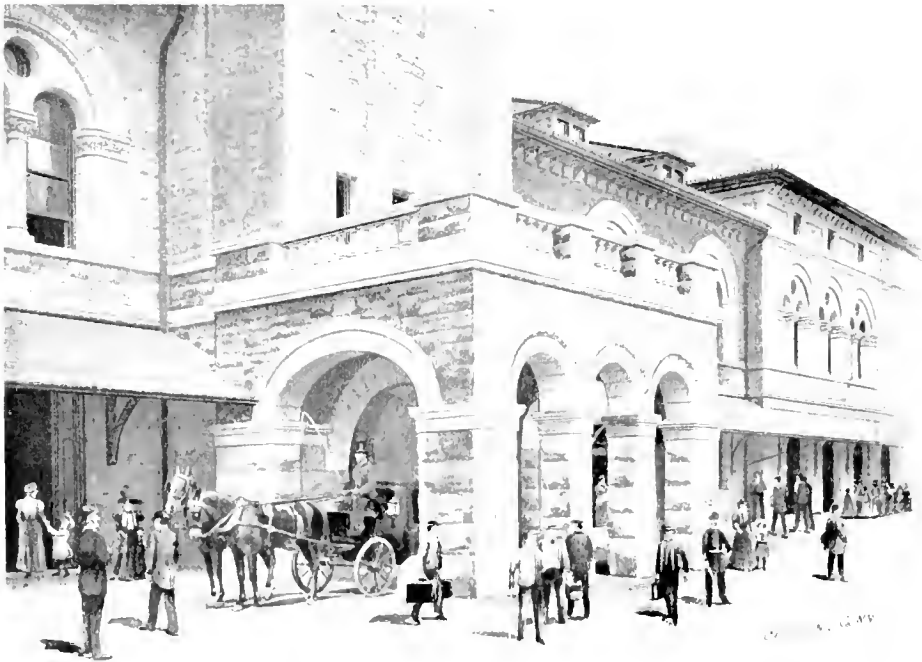
"SOME time ago," says an insurance man, "a man asked me to accompany him home, as he had some things there to be insured. When we arrived at his house he showed me 100 boxes of cigars, which he wanted insured. There were 100 cigars in each box, making 10,000 in all, and were valued at 10 cents each, so I insured the lot for \$1,000. A few days ago the man came to me and asked for the insurance money. 'You've had no fire at your house,' I replied. 'No, but I've smoked them,' said he, 'and according to the

paper, I am entitled to the money, as it reads distinctly that if the goods are consumed by fire money is paid on application.' As far as technicalities were concerned he was all right, but I knocked him cold about a minute later by saying, in a very stern manner, 'All right, sir; you'll get the money; but, according to your own confession, I will proceed at once to make a charge against you for incendiarism.' 'Well, I'll be hanged' was all he said, and the room shook violently after he banged the door." *Philadelphia Record.*

MOUNT ROYAL STATION, BALTIMORE.

THIS magnificent railway station, located in the most accessible residence portion of the city of Baltimore, was erected by the Baltimore & Ohio Railroad for the convenience of residents of the northern portion of the city in reaching the Royal Blue trains running between Washington, Baltimore, Philadelphia and New York. Mt. Royal

cost of \$300,000.00, has made this station beautifully attractive and one of the principal points of interest of Baltimore. The station is built of Port Deposit granite, with trimmings of Indiana limestone and roofed with red glazed tiling. The style of architecture is renaissance. A large square tower rises to the height of one hundred and fifty feet from the



THE TOWER CORNER

Station is located at the intersection of Cathedral street and Mt. Royal avenue, and is practically in the very heart of the residence portion of the city.

Electric cars radiate from it to all parts of the city and suburbs, thus making it possible to reach all Baltimore & Ohio trains without the inconvenience of passing through the business portion of the city, to the old Camden Station.

Mt. Royal Station enjoys the distinction of being the most splendid railway station in the United States, built and used exclusively by one railway. The Baltimore & Ohio Railroad, at a

front center of the building and contains an electric clock with four large dials, showing the time plainly day and night for miles around. The interior of the station is magnificent in all details, and with extraordinarily high ceilings, the architectural effect of the main waiting room is beautiful. This room is encircled by a running gallery, from which the detailed effects can be most readily appreciated. The floors are of marble, mosaic tiling; the wood finishings are of white oak; the wainscoting of figured oak; the ceilings are paneled in stamped metal; the furniture throughout is of

quartered oak. All modern details are carefully provided for in the arrangements of the waiting rooms. The ladies' waiting room, adjoining the main waiting room, is large and commodious and supplied with comfortable sofas and chairs. The ladies' toilet room is elegant and complete in all details. The gentlemen's smoking room and general dining room are in keeping with the

elegance of their surroundings. A fully equipped news stand is at hand, and Graphophones with their interesting reproductions of sound, are stationed in each waiting room, for the entertainment of passengers. No clearer conception of the grandeur of Mt. Royal Station can be obtained than from the photographs contained herein.



THE TICKET OFFICE

CONVENIENCE OF MOUNT ROYAL STATION TO ALL PARTS OF BALTIMORE.

THE excellent street car system of Baltimore enables residents in all parts of the city and suburbs to reach Mt. Royal Station either by direct line or transfer, at one fare.

The line passing at Mt. Royal Avenue will take passengers as far north as Roland Park and Lakeside. From this line transfer can be made at North Avenue to lines going to Waverly, Towson, Patterson Park and almost any portion of east Baltimore. To the west for Emory Grove, Owings Mills, Pikesville, Arlington, Gwynne Oak,

Powhattan, Walbrook, Calverton and northwest Baltimore.

The John Street Line passes near the western entrance of Mt. Royal Station at Hoffman Street. This line will take passengers to all points in northwest Baltimore as named above.

The Charles Street Line can be taken at Charles Street and Mt. Royal Avenue. This line runs as far north as Twenty-fifth Street.

All of these lines run southward crossing Baltimore Street, reaching any portion of the city in the south, southwest or southeast.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No 528 DAILY	No 510 EXCEPT SUNDAY	No 512 EXCEPT SUNDAY	No 508 EXCEPT SUNDAY	No 502 DAILY	No 524 DAILY	No 506 DAILY	No 514 DAILY	No 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.00	12.40	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.50	1.45	3.48	6.00	1.15	9.50
LV BALTIMORE, MT ROYAL STATION ..	8.02	8.57	10.57	12.57	1.52	3.55	6.07	1.26	9.57
AR PHILADELPHIA	10.16	11.00	12.54	3.05	4.05	5.57	8.20	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.30	6.30	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.35	6.35	8.15	10.45	6.57	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No 517 EXCEPT SUNDAY	No 501 DAILY	No 511 DAILY	No 507 DAILY	No 509 EXCEPT SUNDAY	No 503 DAILY	No 525 DAILY	No 515 DAILY	
	AM	AM	AM	PM	PM	PM	PM	NIGHT	
LV NEW YORK, WHITEHALL TERMINAL ..	7.55	9.55	11.25	1.55	3.25	4.55	5.55	12.10	
LV NEW YORK, LIBERTY STREET	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15	
LV PHILADELPHIA	10.26	12.20	1.36	4.20	5.41	7.40	8.19	3.30	
AR BALTIMORE, MT ROYAL STATION ..	12.38	2.24	3.32	6.42	7.47	9.52	10.18	6.00	
AR BALTIMORE, CAMDEN STATION	12.45	2.32	3.40	6.50	7.55	10.00	10.26	6.10	
AR WASHINGTON	1.40	3.30	4.30	7.50	8.45	11.00	11.15	7.30	
	PM	PM	PM	PM	PM	PM	PM	AM	

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No 1 LIMITED DAILY	No 7 EXPRESS DAILY	No 9 EXPRESS DAILY NOTE	No 3 EXPRESS DAILY	No 43 EXPRESS DAILY	No 5 LIMITED DAILY	No 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL ..	9.55 AM	1.55 PM	3.25 PM	4.55 PM	4.55 PM	12.10 NT	12.10 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	5.00 PM	5.00 PM	12.15 AM	12.15 AM
LV PHILADELPHIA	12.20 PM	4.20 PM	5.41 PM	7.40 PM	7.40 PM	3.30 AM	8.15 AM
LV BALTIMORE, MT ROYAL STATION	2.24 PM	6.42 PM	7.47 PM	9.52 PM	9.52 PM	8.45 AM	10.18 AM
LV BALTIMORE, CAMDEN STATION	2.32 PM	7.00 PM	7.30 PM	10.10 PM	10.10 PM	9.00 AM	10.45 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.30 PM	11.20 PM	10.00 AM	11.45 AM
AR PITTSBURG			6.35 AM			7.00 PM	
AR WHEELING		8.20 AM					
AR COLUMBUS		11.35 AM		2.55 PM			
AR TOLEDO				6.35 PM			
AR CHICAGO		9.00 PM				9.00 AM	12.00 AM
AR CINCINNATI	8.00 AM			5.30 PM			3.05 AM
AR INDIANAPOLIS							7.00 AM
AR LOUISVILLE	12.10 PM			10.50 PM			
AR ST. LOUIS	6.40 PM			7.12 AM			
AR ROANOKE					7.50 AM		
AR KNOXVILLE					4.10 PM		
AR CHATTANOOGA					7.40 PM		
AR MEMPHIS					7.25 AM		
AR NEW ORLEANS					11.20 AM		

Through Pullman Sleepers to all points. NOTE On Sundays No. 9 leaves New York at 1.55 p. m., Philadelphia 4.20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No 2 LIMITED DAILY	No 4 EXPRESS DAILY	No 6 LIMITED DAILY	No 8 EXPRESS DAILY	No 10 EXPRESS DAILY	No 44 EXPRESS DAILY	No 46 EXPRESS DAILY
LV CHICAGO		2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV TOLEDO	4.55 PM						
LV COLUMBUS	8.55 PM			6.00 PM			
LV WHEELING				12.25 AM			
LV PITTSBURG			8.00 AM		9.00 PM		12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM					
LV LOUISVILLE	2.15 PM	8.23 AM					
LV INDIANAPOLIS		7.55 AM					
LV CINCINNATI	6.35 PM	12.05 PM					
LV NEW ORLEANS						5.00 PM	
LV MEMPHIS						8.00 PM	
LV CHATTANOOGA						9.30 AM	
LV KNOXVILLE						12.05 PM	
LV ROANOKE						10.45 PM	
AR WASHINGTON	12.30 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.30 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION	1.35 PM	7.50 AM	6.10 PM	1.00 PM	8.20 AM	8.50 AM	12.45 AM
AR BALTIMORE, MT ROYAL STATION ..	1.52 PM	8.02 AM	6.07 PM	12.57 PM	8.02 AM	8.57 AM	1.26 AM
AR PHILADELPHIA	4.05 PM	10.16 AM	8.20 PM	3.05 PM	10.16 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	5.30 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	6.35 PM	12.40 PM	10.45 PM	5.35 PM	12.40 PM	1.25 PM	6.57 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE

PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOLID
VESTERBED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK

EASTWARD.

- No. 528. Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
No. 510. Parlor Car Washington to New York. Dining Car Washington to Baltimore.
No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to
New York.
No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
No. 502. Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia. Sundays
Washington to Wilmington.
No. 524. Buffet Parlor Car Washington to New York.
No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
No. 522. Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Buffet Parlor Car Philadelphia to Washington.
No. 517. Buffet Parlor Car New York to Washington.
No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore. Sundays
Wilmington to Baltimore.
No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to
Baltimore.
No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington.
No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
No. 503. Dining Car New York to Baltimore.
No. 525. Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHING- TON, PITTSBURG, WHEELING, COLUMBUS, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati.
Dining Cars serve all meals. Parlor Car Cincinnati to Louisville.
No. 7. Sleeping Car New York to Chicago via Gratton and Bellare. Sleeping Car Baltimore to
Wheeling. Dining Cars serve all meals.
No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia
to Washington.
No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Car serves
all meals.
No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
No. 5. Observation Sleeping Cars Baltimore to Chicago via Pittsburg. Dining Cars serve dinner,
supper and breakfast.
No. 15. Sleeping Car Wheeling to Chicago.
No. 47. Sleeping Car Cleveland to Chicago.
No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monroe Point.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Cincinnati to Baltimore. Sleeping
Car Toledo to Baltimore. Dining Car serves all meals.
No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago
to Baltimore. Dining Cars serve all meals.
No. 6. Observation Sleeping Cars Chicago to Baltimore. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Wheeling to Baltimore.
Dining Cars serve all meals.
No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining Car serves breakfast.
No. 44. Sleeping Car New Orleans to New York and Memphis to Washington.
No. 14. Sleeping Car Chicago to Wheeling.
No. 46. Sleeping Car Chicago to Cincinnati.

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Receivers, Baltimore, Md.

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Wm. F. GREGORY, General Superintendent, Main Stem,	Pittsburg, Pa.	JOHN E. SEIBERLE, Supt. Balt. Div., Main Stem,	Baltimore, Md.
Philadelphia and Pittsburg Divisions, Baltimore, Md.		R. M. SMITHS, Supt. Western Div., Main Stem,	Gratton, W. Va.
Wm. GIBSON, Assistant General Superintendent, Main Stem,	Pittsburg, Pa.	THOS. C. PARKER, Supt. Harp'r Ferry and Valley Division,	Winchester, Va.
Philadelphia and Pittsburg Divisions, Pittsburg, Pa.		E. A. HESLID, Superintendent Middle Div.,	Cumberland, Md.
J. VAN SMITH, Gen. Superintendent New York Division,	Foot of Whitehall Street, New York.	J. S. NORGES, Supt. Connellsville Div.,	Connellsville, Pa.
J. M. GRAHAM, Gen. Supt. Trans. Ohio Divisions, Chicago, Ill.		A. J. GRAVER, Supt. Pittsburg Division, Pittsburg, Pa.	
J. F. MYROSKY, Supt. of Transportation,	Baltimore, Md.	J. H. GLOVER, Supt. Ohio and Midland Divisions,	Newark, O.
MARKER MITCHELLSON, Gen. Supt. Motive Power,	Baltimore, Md.	P. C. SEXTON, Superintendent Chicago Division, Garretts, Ind.	
I. N. KATRACH, Supt. Motive Power Lines East of Ohio,	River, Baltimore, Md.	T. J. JOHNSON, Superintendent Akron Division, Akron, O.	
W. H. HARRISON, Supt. Motive Power Lines West of Ohio,	River, Newark, O.	C. W. SLEIGH, Superintendent Telegraph, Baltimore, Md.	
DAVID LEE, Engrt. Maint. of Way Lines West of Ohio River,	Zanesville, O.		

F. H. BANKARD, Purchasing Agent, Baltimore, Md. J. W. FRANKLIN, Field Agent Lakes West of the Ohio
CHAS. FRICK, Field Agent Lakes East of the Ohio River River, Newark, O.
Baltimore, Md.

D. E. MARLIN, Manager Passenger Traffic, Baltimore, Md.	A. C. WILSON, Trav. Pass. Agt., Washington, D. C.
J. M. SCHAEFER, Gen. Pass. Agt., Lines East of Ohio River, Baltimore, Md.	C. E. DUDLOW, Trav. Pass. Agent, Harper's Ferry, W. Va.
R. N. AUSTIN, Gen. Passenger Agent Lines West of Ohio River, Fisher Building, Chicago, Ill.	J. C. LANE, Traveling Passenger Agent, Wheeling, W. Va.
R. E. PROCTOR, Gen. Baggage Agent, Baltimore, Md.	A. C. HANKE, Traveling Passenger Agent, Newark, O.
A. J. SIMMONS, Gen. New England Passenger Agent, 211 Washington Street, Boston, Mass.	E. P. CORPUS, Traveling Passenger Agent, Tiffin, O.
LYMAN McCARTY, Gen. East. Pass. Agt., 131 Broadway, New York	W. M. McCONNELL, Pass. Agent, 213 Superior St., Cleveland, O.
JAMES PATTER, District Passenger Agent, Philadelphia, Pa.	F. G. TUCKERMAN, City Pass. Agt., 131 Broadway, New York
R. E. BOND, Division Passenger Agent, Baltimore, Md.	I. E. PATTON, City Pass. Agt., N. Y. Ave. and 15th St., Washington, D. C.
M. S. BEGG, Division Passenger Agent, Washington, D. C.	W. E. SNADER, Passenger Agent, Baltimore, Md.
ARTHUR C. LEWIS, South Pass. Agt., Atlantic Hotel, Norfolk, Va.	H. A. MILLER, Passenger Agent, Wilmington, Del.
L. D. SMITH, Division Passenger Agent, Pittsburgh, Pa.	C. E. GREGORY, Pass. Agt., 5th Ave. and Wood St., Pittsburgh, Pa.
W. C. WELCH, Division Passenger Agent, Columbus, O.	N. W. PICKING, City Passenger Agent, Chicago, Ill.
D. D. COLEMAN, Gen. Trav. Pass. Agent, Baltimore, Md.	W. C. SHUMAKER, Traveling Passenger Agent, Chicago, Ill.
ROBERT KENNEDY, Trav. Pass. Agt., 131 Broadway, New York	J. P. FAYOART, Traveling Passenger Agent, St. Paul, Minn.
BERNARD ASBURY, Trav. Pass. Agt., 313 Chestnut St., Philadelphia, Pa.	H. D. DUNNICK, Traveling Passenger Agent, Omaha, Neb.
	PETER HANVICK, Pacific Coast Agent, Room 32, Mills Building, San Francisco, Cal.
	W. F. LOWES, Advertising Agent, Baltimore, Md.

C. S. WOOD, Manager Freight Traffic	Baltimore, Md.	G. J. LINCOLN, Com'l Fht. Agt., 100 Chestnut St.,	Philadelphia, Pa.
L. W. COLLIER, Com. Freight Agent	Baltimore, Md.	C. H. MAYNARD, Commercial Freight Agent,	Boston, Mass.
L. E. BROS. & NICHOLS, Com. Freight Agent,	Pittsburg, Pa.	E. S. KAY, Commercial Freight Agent	Baltimore, Md.
C. A. LEWIS, Com. Freight Agent in charge of Freight		B. A. JACKSON, Commercial Fht. Agent,	Washington, D. C.
Chums, Tolls and Percentages, Baltimore, Md.		W. N. MITCHELL, Commercial Freight Agent,	Atlanta, Ga.
JAMES MOSHER, Com. East. Fht. Agt., 134 Broadway,	New York,	G. D. GRAYS, Commercial Freight Agent,	Wheeling, W. Va.
		C. F. WOOD, Commercial Freight Agent	Akron, O.
A. P. BRIGHTON, Gen. West. Fht. Agt., 220 LaSalle St.,	Chicago, Ill.	H. R. BOWERS, Commercial Freight Agent	Cleveland, O.
H. M. MATTHEWS, Division Freight Agent	Pittsburg, Pa.	E. N. KENDALL, Commercial Freight Agent	Toledo, O.
PAGE CHERBY, Com. Dairy Freight Agent	Chicago, Ill.	C. H. BOSS, Commercial Freight Agent	Milwaukee, Wis.
J. A. MILLER, Eastern Coal & Coke Agent,	Baltimore, Md.	A. J. DAVIS, Commercial Freight Agent,	Kansas City, Mo.
J. L. ALFORD, Western Coal & Coke Agent,	Columbus, O.	H. A. LIVING, Commercial Freight Agent	Quincy, Ill.
R. B. WAYS, Foreign Freight Agent	Baltimore, Md.	H. C. POULSEN, Commercial Freight Agent	Omaha, Ne.
ANDREW STEVENSON, Asst. Gen. Freight Agent	Baltimore, Md.	C. H. HARRISS, Commercial Freight Agent	Minneapolis, Minn.
W. R. MCINTOSH, Division Freight Agent,	Cumberland, Md.	THOS. MILLS, Commercial Freight Agent	Duluth, Minn.
J. M. JONES, Division Freight Agent	Clarksburg, W. Va.	JOHN H. DIXON, Commercial Freight Agent,	
O. A. COLEMAN, Division Freight Agent	Columbus, O.		Detroit, Mich.
C. T. WIGHT, Division Freight Agent	Sandusky, O.	A. J. WATERS, Commercial Freight Agent,	Pittsburg, Pa.
B. I. KEMP, Division Freight Agent	John, O.	PETER HARVEY, Pacific Coast Agent,	

J. H. Murray, Exec. Agent, Baltimore, Md.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309 68
TRANS OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	<u>2,083 93</u>

Adaptations: 100% Weight, 100% Buckle, 100% Cap, 100% Prepaid.

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Station	Agent	Class of Agent	Division	Popul. of Town	Station	Agent	Class of Agent	Division	Popul. of Town
Chattertown Pa.	W. S. Ober	F T	Pitts.	Diamond Pa.	H. C. Moon	F T	Metrop.	200
Cheat Haven W. Va.	Thos. W. Keesey	F T	P & W	300	Dickerson Md.	J. M. Foreman	F T	Metrop.	200
Cherry Camp W. Va.	R. D. Sefton	F T	Middle	75	Dillon Ohio
Chester Pa.	A. M. D. Mulligan	F T	Phila.	30,000	Dixworth Pa.
Christ St. Phila.	Dobbins Siding
Chesley Chase Md.	Dorsey's Wesley
Chicago Ill.	E. E. Scott	T C	Aud. Clm	17,000	Dorsey's Run Md.
.....	H. W. McKewin	T C	1938 Clm	Doubt Ohio	B. C. Kohlenber	F T	First	1
.....	E. J. Eddy	T C	Dpt Har.	50th av	Dowens W. Va.
Chicago Del.	E. P. Utzgerman	F T	Lk. Frle	2,200	Doyestown Ohio	C. N. Marshall	F T	Akron	1,200
Chillicothe Ohio	F. R. Rutenhouse	F T	Phila.	200	Driver Va.
Christ Park Pa.	Duckworth W. Va.
Chilva & L. Ross Ohio	M. Van Heyde	T C	Chicago	Dunfields Pa.	W. P. Bell	F T	Balto	200
Cincinnati	Wm. Brown	T C	Chilva	Dull Pa.
.....	C. H. Wiseman	T C	Chilva	Dunbar	E. J. McHardy	F T	Phila.	2,500
City Farm Pa.	O. A. Atman	F T	P & W	1,500	Dunbar Furnace
Clarksburg W. Va.	Dumling W. Va.
Clay Siding	Dunsmuir Pa.	Arthur Klein	F T
Clay Creek Ohio	E. Hickey	F T	Middle	50	E				
Clayton's Ohio	A. W. Ewing	F T	C O	Eagle Mines Jer. Pa.
Clayville Pa.	A. L. Martin	F T	Pitts.	1,200	Eagle's Mill Md.	W. C. Tinkle	F T	Wash'tn	300
Clements W. Va.	Eastman's Switch
Cleveland Ohio	C. A. Witzel	T C	1938 Sp's	315,000
.....	W. M. McOmell	T C	Union D	Eastern Branch
.....	O. D. Deltz	T C	Union D	Bridge D. C.
Clinton Pa.	N. A. Roach	F T	Akron	500	East Lexington Va.	E. E. Jarrett	F T	Valley	150
.....	Easton W. Va.	W. O. Grimes	F T	P & W
Clinton Siding Ohio	East Salisbury Pa.
Clokeyville Ohio	Eaton W. Va.
Clokeyville Del.	Echo Ohio
Clopper Md.	M. W. Thompson	F T	Balto	Eden Pa.
Coal Dale Ohio	Eden Md.
Colburg Ind.	R. C. Forbes	F T	Chicago	50	Edenmoor Ind.
Cochran's Mill Pa.	Edinburg Va.
Colley's Crossing	Egypt Pa.
Cogley W. Va.	Ehlen
Colburn Mine	Eighth Four	R. D. Smith	T	Pitts.	75
Colfax Pa.	Edin Md.
Colfax W. Va.	J. O. Woodruff	F T	P & W	100	Edinboro W. Va.	C. E. Hubbard	F T	Wash'tn	700
Colgate Creek Md.	Edinboro Md.	C. G. Dawson	F T	P & W	200
College Park Pa.	C. O. Carroll	F T	Wash'tn	300	Edinville Md.
Collingdale Pa.	E. T. Tally	F T	Phila.	1,000	Edinville City	W. W. Harvey	F T	Balto
Colubus Ohio	E. Pagels, E. D.	T C	C O	125,000	Edinville Pa.
.....	D. S. Wilder	T C	C O	Edinville W. Va.
.....	J. S. Fairchild	F	Edinville Pa.
Communipaw N. J.	Edinville W. Va.
Concord Del.	Edinville Pa.
Confluence Pa.	F. E. McDonald	F T	Albany	1,200	Edinville W. Va.
C & O Jet	Edinville Pa.
Compellsville	H. S. Speir	F T	Pitts.	9,000	Edinville W. Va.
.....	F. A. Kull	T C	Pitts.	Edinville Pa.
Consolidated Quarry Co.							

Station	Agents	Class Agent	District	Popula- tion	Station	Agents	Class Agent	District	Popula- tion
Panther Creek .. Pa	Riggs .. W Va
Panther .. Pa	Rimard .. Md
Papine Mine-W Va	Ripley .. Ind
Palestine .. Ohio	J. M. Hall	F T	Midland	750	Rist .. Pa
Park .. W Va	Rittman .. Ohio	C. L. Marshall	F T	Akron	106
Parkerburg .. " "	G. B. Dundas	T C	P & W	15,000	Riverdale .. Md	J. A. Blundon	F T	Phila	20
" .. " "	W. H. Walker	F	Riverside .. Pa
Parson .. " "	Riverton .. " "
Partlow .. Va	River View .. W Va
Patapsco .. Md	Roddis .. Pa
Pataskala .. Ohio	W. H. Tylons	F T	C O	500	Roads .. " "
Patterson .. Pa	E. L. Robinson	F T	Balto	Rodney Street .. Ill
Patterson-Spr W Va	Rodrig's Mines .. Ohio
Paw Paw .. W Va	C. T. Beyens	F T	Balto	1,000	Rock Island Jr .. Ill
Pechlin .. Pa	Rockville .. Md	S. E. Eastburn	F T	Metro	4
Pellion .. " "	Rockwood .. Pa	L. R. Sapp	F T C	Pitts	13
Pennsboro .. W Va	O. S. Fream	F T	P & W	Rocky Hollow .. " "
Perry .. " "	L. De Sandles	F T	Pitts	Roddy .. " "
Perkins .. Ohio	Rohrersville .. Md	D. A. Rohrer	F T	Balto	80
Petersburg .. W Va	D. M. Sharpnack	F T	P & W	75	Romana .. Pa
Phil .. Md	Romey .. W Va	J. T. Goldsbro	F T C	Balto	100
Philadelphia .. Pa	Roney's Point .. Pa
" .. " "	G. M. Armstrong	T C	Phila	150,000	Roseboro .. Pa
" .. " "	W. H. McCormick	T C	Phila	1,000	Rosely Rock .. W Va	L. B. Bowie	F T	P & W	100
" .. " "	W. R. Smith	T C	Phila	1,000	Rossville .. Md	H. H. Cromwell	F	Phila
" .. " "	M. Rosenbaum	T C	Phila	1,000	Round Top .. W Va
" .. " "	M. Rosenbaum	T C	Phila	1,000	Rowlesburg .. " "	M. J. Fleming	F T	P & W	20
" .. " "	Raymond & W	T C	Phila	1,000	Roxbury .. Md	J. W. Schoeday	F T	Wash'tn
" .. " "	C. D. Gidding	T C	Phila	1,000	Ruby Sidling .. W Va
" .. " "	W. B. Conrad	T C	Phila	1,000	Russell Sidling .. " "
" .. " "	C. S. Knowlton	T C	Phila	1,000	S				
" .. " "	J. B. Franklin	F	Phila	1,000	St Charlesville .. Ohio	J. B. Longley	F T C	C O	1,500
" .. " "	J. B. Franklin	F	Phila	1,000	St Denis .. Md	Mrs. I. Williams	F T	C O	300
" .. " "	S. A. Steltz	A F	Pier 21	St Joe .. Ind	S. Openlander	F T	Chicago
" .. " "	J. M. Grayson	A F	Pier 21	St Louisville .. Ohio	J. B. Lindsay	F T	Lk Erie	100
" .. " "	W. Stephens	A F	Pier 21	Sabina .. " "	W. Woodhouse	F T C	C O	1,000
" .. " "	E. M. Booth	A F	Pier 11, 11 1/2, 12	Salem .. W Va	O. L. Robinson	F T	P & W	80
" .. " "	W. F. Jenkins	A F	Pier 40	Salesville .. Ohio	W. F. Rose	F T	C O	45
" .. " "	W. H. Gilroy	A F	Pier 40	Salsbury June .. Pa	R. M. Lynch	F T	Pitts	100
Phillipp .. W Va	J. M. Dentison	F T	P & W	600	Saltsburg .. " "
Philston .. Pa	Saltspring Bottom .. " "
Piedmont .. W Va	D. E. Parke	F T C	P & W	3,000	Sandy .. W Va
Pier 21 Lombard .. Pa	Sand Patch .. Pa	I. V. Dougherty	F T	Pitts	500
" .. " "	Sandusky .. Ohio	E. R. Tucker	F T C	Lk Erie	25,000
Time Grove .. " "	Sandusky Passapt .. Md	A. Gallagher	F
Pine Hill .. " "	Sandy Hook .. Md	L. B. Chambers	F T	Middle	200
Pinkerton .. " "	A. J. Stone	F T	Pitts	Savage .. Dallas	L. Waters	F	Phila
Pinkerton Horn .. " "	Scholl .. Pa
Pittsburgh .. " "	R. E. Pyle	F	Pitts	100,000	Schoff .. Ohio	S. J. Beechley	F T	Chicago
" .. " "	C. E. Gregory	T C	Phila	1,000	Scottdale .. Pa	R. A. McQuigan	F T	Pitts
" .. " "	J. J. McCormick	T C	Phila	1,000	Scott Haven .. " "	J. W. Madore Jr	F T C	Pitts	500
" .. " "	S. J. Hutcheson	T C	Phila	1,000	Seely .. Md
" .. " "	Louis Mosser	T C	Phila	1,000	Selly Sport .. Md
" .. " "	J. E. Erny	T C	Phila	1,000	Seneca .. Ohio
Plane No. 1 .. Md	J. P. Mullins	F T	Balto	Seewickley .. Pa	J. H. Osborne	F T	Pitts
Pleasant Corns .. Ohio	J. F. Brown	F T C	Midland	100	Shaner .. " "	C. W. Atton	F T	Pitts	500
Pleasant Valley .. " "	Reidman A. Hill	F T	C O	45	Sherman .. Md
Pleasant Valley .. Va	E. W. Carpenter	F T	Valley	Shiner .. Ohio	R. C. Spout	F T C	Stsville	4,000
Plymouth .. Ohio	E. W. McNamee	F T	Lk Erie	1,500	Shelby .. Ohio	R. F. McKee	F T C	Lk Erie	6,500
Point Mills .. W Va	Mrs. M. E. Snyder	F T	Pitts	Shelby Junction .. " "	J. C. Rosser	F T C	Lk Erie
Point Marion .. Pa	O. A. Miller	F T	Pitts	Shenandoah .. W Va
Point of Rocks .. Md	E. W. Mersler	F T	Balto	450	Shenandoah Jet .. " "	H. H. Beard	F T C	Balto	250
Portlaine .. Ohio	Shepherd .. Pa	D. P. Hurley	F	Phila
Poplar .. Md	Shepherdstn, W Va	J. S. Fleming	F T
Porter Hill .. Pa	Sherrick .. Pa
Port Perry .. " "	D. W. Stricklen	F T	Pitts	1,000	Sherwood .. Ohio	C. C. Parsons	F T	Chicago	600
Port Royal .. " "	Shober .. Pa
Potomac .. Md	G. M. Rawlings	F	Balto	100	Showalter .. Va
Potomac June .. Pa	Silver Run .. W Va
Powell .. W Va	L. Bash	F T	Silver Side .. Del
Preston .. Ohio	Silver Spring .. Md	F. Beck	F T	Metro	300
Price .. Pa	Simon's .. Ind
Proctor's .. Ohio	S. C. Proctor	F T	Lk Erie	100	Singerly .. Md	G. T. White	F T	Phila
Providence Mill .. Md	Geo. R. Kertoot	F	Phila	St John's Run-Wa	H. I. McDonald	F T	Balto	100
Q	Sixth Street .. Pa	J. J. Maxwell	F	Phila
Quaker City .. Ohio	A. J. Bennett	F T C	C O	850	Sleepy Creek W Va	C. O. Pentoney	F T	Balto	40
Quarantine .. " "	Smiley .. Pa
Quicksburg .. Va	Smithfield .. " "	H. D. Wick	F T C	Pitts	500
Quigley .. W Va	Smithton .. " "	D. F. Dunday	F T	Pitts	800
Quinn's Crossg .. Ind	Smithton .. W Va	W. J. Trough	F T	P & W	100
R	Snowden .. Pa
Radsin .. Md	Somerfield .. Ohio	G. A. Garbath	F T C	Stsville	1,500
Raney .. Ohio	Somerset .. Pa	J. J. Callaghan	F T	Pitts	200
Randall .. W Va	Somerset .. " "	J. A. W. Raman	F T	Pitts	2,500
Randolph .. Md	A. M. Mace	F	Balto	50	Sonora .. Ohio	J. W. Knox	F T	C O
Rankin .. Pa	L. L. Long	F T	Pitts	800	South Akron .. " "	J. W. Knox	F T	Akron	1,000
Raphine .. " "	J. D. Parker	F T	Valley	South Chicago .. Ill
Rattlesnake .. Ohio	Wm. Frayne	F T	Midland	South Chicago Ave .. Ill	B. J. Jenkins	F T C	Chicago
Rawlings .. Md	C. M. Rawlings	F T	Balto	Southwood .. Del	Miss A. R. Dixon	F T	Phila	50
Read Bros .. Pa	Sparrow's Point .. Md	A. H. Friele	F	Phila
Reed's Mill .. Md	Speelman .. Pa
Reese's Run .. Ohio	James I. Dene a	F T	Midland	224	Speicher's .. Ohio	M. H. Warner	F T	C O	150
Reese's Switch .. Md	Spencerwood .. Va	S. I. McInire	F T	Valley
Relay Station .. " "	John W. Howser	F T	Balto	1,500	Springfield .. W Va	T. D. Pownell	F T	Balto	175
Relief .. Ohio	Spring Mill .. Ohio
Republic .. " "	A. L. Stefkova	F T C	Chicago	Standard .. Pa
Rense .. Pa	Stanley .. Ohio
Ridley .. " "	Mrs. Em. Miller	T P	Stanton .. Del
					Stanton .. Va	W. G. Moffett	F T C	Valley

ALPHABETICAL LIST OF TICKET AND FREIGHT AGENTS—CONTINUED.

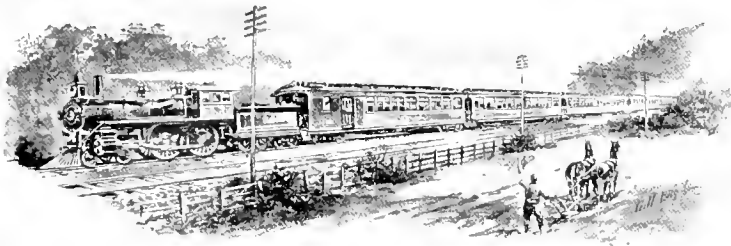
Stations	Agents	Class of Agency	Division	Popula- tion	Stations	Agents	Class of Agency	Division	Popula- tion	
Statler Mine..... Pa	Walser's..... Ohio	
Staten Island Jet..... N.J.	Waring..... Md	
Stauffer..... Pa	Warnock's..... Ohio	Wm. Warnock, Jr.	F T	C O	500	
Steenham..... Md	Warwick..... " W. H. Rich	F T	Akron	250,000	
Stephens City..... Va	C. A. Shannon	F T	Valley	600	Washington..... D.C.	E. J. Shumati	F	
Stephenson..... " F. C. Grove	F T	Valley " H. R. Merrill	T C	45th St. & N.Y. Av.	
Stephney..... Md " H. R. Bowser	F C	619 Pa. Av.	
Sterling..... Ohio	W. L. McDonald	F T	Akron	Washington..... Pa	J. Lewis, Jr.	T C	N. J. Av.	
Sterling Mines..... Pa " M. DeVango	F	Pitts.	18,000	
Stewart..... W Va	Washington..... W Va	A. W. Tiddy	T C	
Stewartson..... Pa	Wash. C. H..... Ohio	W. P. Barnes	F T	Midland	
Stoyestown..... " H. P. Berkebile	F T	Pitts.	500	Wash. Grove..... Md	H. P. Hill	F T	Balto.	500	
Strasburg June..... Va	C. W. Spengler	F T	Washington Jet..... " W. F. Harrison	T	Balto.	100		
Stroth's Siding..... W Va	Washington Union..... " W. F. Harrison	T	Balto.	100		
Sugar Hill..... Pa	Stock Yards..... D.C.	E. B. Evans	F	Phila.	
Sugar Loaf..... Md	Watersville..... Md	A. England	F T	Balto.	70	
Sullivan..... Ohio	J. H. Mullikin	F T	Akron	500	Watson..... Pa	J. C. Russell	F T	Pitts.	50
Suman..... Ind	W. A. Clifford	F T	Chicago	25	Watsonville..... " J. C. Russell	F T	Pitts.	
Sunmit..... Ohio	W. W. McMillan	F T	C O	Watts..... " J. C. Russell	F T	Pitts.	
Sunmit..... Pa	Wawasee..... Ind	
Sunmit Point..... W Va	T. B. Farnsworth	F T	Valley	150	Waychoff..... Pa	
Suter..... Pa	A. J. Kelly	F T	Pitts.	800	Waynesboro..... " W. J. C. Jacobs	T C	
Swan Creek..... Md	A. F. F. F.	F T	P & W	80	Webster..... W Va	A. Brown	F T	P & W	200
Swanton..... " A. F. F. F.	F T	P & W	80	Welch..... Pa	Thos. Maxwell	F T	Pitts.	
Sikesville..... " J. W. Elwood	F T	Balto.	800	Welker..... Ohio	J. J. Lower	F T	Chicago	200	
Syracuse..... Ind	H. W. Buchholz	F T	Chicago	900	Wellan's..... " H. B. Gard	F T	Chicago	
T					Wellshoro..... Ind	H. B. Gard	F T	Chicago	
Takoma Park..... D.C.	C. M. Dickerson	F T	Balto.	1,400	Wells Siding..... W Va	
Taylor..... Pa	Wells Creek..... Pa	
Taylorstown..... " C. R. McNitt	F T	Pitts.	1,400	West Alexander..... " S. M. Bell, Jr.	F T	Pitts.	500		
Tegarden..... Ind	C. A. Lemert	F T	Chicago	160	West Broad St..... Ohio	A. J. Taylor	F T	Midland	
Terra Alta..... W Va	J. R. Walker	F T	P & W	800	West Baltimore..... Md	
Terraotta..... D.C.	West Chester..... Pa	J. W. Andrews	T C	
Textor Siding..... W Va	West End..... W Va	
Thrace..... Pa	West End..... Pa	
Thomas..... " H. N. Thomas	T C	P & W	100	West Meyersdale..... Pa	
Thompson..... Ohio	W. J. Smith	F T	C O	150	Westminster..... Md	J. H. Kitchin	T C	
Thornton..... W Va	W. J. Palmer	F T	P & W	150	West Newton..... " M. B. Mera	F T	Pitts.	
Tiffin..... Ohio	A. J. Bell	T C	12,000	Weston..... W Va	H. W. Lightburn	T C	
Timber Ridge..... Va	W. M. Chittum	F T	Valley	12,000	West Overton..... " H. W. Lightburn	T C	
Timberville..... Pa	Westport..... Md	
Tintman..... Pa	West Salsbury..... Pa	M. E. Riley	F T	Pitts.	1,000	
Tip Top..... " B. B. Martin	F T	P & W	West Siding..... W Va	
Toll Gate..... W Va	West Union..... " B. H. Mansby	F T	P & W	600	
Tridellphi..... Pa	West Va. C. Jct..... " B. H. Mansby	F T	P & W	600	
Trinidad..... D.C.	West Va. C. Jct..... " B. H. Mansby	F T	P & W	600	
Triplet..... Pa	West Yough..... Pa	
Tub Mill..... Pa	Weyerton..... Md	F. Garba	F T	Middle	
Tub Run..... Pa	Wheeler..... Pa	
Tunnel..... " J. K. Graham	F T	P & W	40,000	Wheeling..... W Va	T. C. Burke, City	T C	P & W	40,000	
Tunnel No. 2..... " J. K. Graham	F T	P & W	40,000 " John Battle	T C	
Tunnel Siding..... " J. K. Graham	F T	P & W	40,000 " J. K. Graham	F	
Tunneton..... W Va	A. J. Bonafield	F T	P & W	White..... Pa	
Turks..... Pa	White Hall..... " J. K. Van Sickle	F	Chicago	
Tuscarora..... Md	E. S. Fisher	F T	Metro	25	Whitings..... Ind	
Twin Oaks..... Pa	Mrs. F. B. Mullins	F T	Phila.	25	Whitong..... W Va	
Tyngmell..... W Va	Willard's Siding..... Pa	H. W. Ware	F T	Pitts.	200	
Tyron..... Pa (Race Street)	
U					Willcock..... " J. C. Tucker	F T	Pitts.	500	
Union..... W Va	J. S. Watson	F T	Pitts.	75	Willow Creek..... Ind	H. E. Sanders	F T	Chicago	25	
Union Center..... Ohio	E. Norris	F T	C O	75	Willow Grove..... Va	
Union Station..... Pa	J. N. Love	F T	Chicago	10	Willington..... Ohio	Henry Grantham	F T	Midland	
Union Stock Yds. Bldg..... D.C.	L. O. Burton	T C	Chicago	Willington..... Del	H. A. Miller	T C	Phila.	75,000	
Uniontown..... Pa	Willington..... " J. F. Higgins	F	Phila.	
Uniontown C. Ma..... " J. F. Higgins	F	Phila.	Wilson..... W Va	J. W. Brown	F T	P & W	
Uniontown..... Pa	Wilson..... Pa	
Uniontown..... Pa	Wilson's..... Md	
University Sta..... D.C.	W. A. Keys	F T	Balto.	Winchester..... Ind	
Upland..... Pa	Mrs. M. A. Perry	T	Phila.	Wolf Summit..... W Va	E. B. Patton	F T	Valley	6,000	
Urban Crest..... Ohio	Woodbine..... Pa	M. Holan	F T	P & W	
Urbana..... Pa	J. E. Schrock	F T	Pitts.	500	Wooddale..... Md	A. Owens	F T	Balto.	150	
Utica..... Ohio	W. C. Aldert	F T	Lk. Erie	1,000	Wooddale Quay..... Va	John Conner	F T	Phila.	200	
V					Wood..... Md	
Valley Falls..... W Va	John Bradshaw	F T	P & W	50	Woodell..... Pa	
Valley Mines..... Pa	Wood Siding..... Md	
Vanatta's..... Ohio	Sam'l D. Lyons	F T	Lk. Erie	Woodstock..... " J. E. Bowman	F T	Balto.	150	
Van Bibber..... Md	J. J. Sullivan	F T	Phila.	Woodstock..... Va	M. F. Quill	F T	Balto.	500	
Vance..... Pa	Woodville..... Ind	F. H. Cole	F T	Chicago	
Vanderbilt..... W Va	Woodstock..... Ohio	C. W. Kistling	F T	C O	6,000	
Vanderbilt..... W Va	J. C. Billmeyer	F T	Balto.	100	Worthington Run..... Pa	
Vanderbilt..... Pa	W Overton..... " C. J. Shaffer	F T	Pitts.	100	
Vanderbilt..... Pa	Wyland..... " C. J. Shaffer	F T	Pitts.	100	
Vanderbilt..... Pa	Y					
Vanderbilt..... Pa	Yates..... W Va	
Vanderbilt..... Pa	Yoder..... Pa	
Vanderbilt..... Pa	York..... Ind	
Vanderbilt..... Pa	York..... Pa	J. A. Dale	T C	
Vanderbilt..... Pa	Yorkville..... Pa	F. H. Deindson	F T	Phila.	500	
Vanderbilt..... Pa	Young..... " F. H. Deindson	F T	Phila.	500	
Vanderbilt..... Pa	Youngs..... " F. H. Deindson	F T	Phila.	500	
Vanderbilt..... Pa	Youngstown..... " F. H. Deindson	F T	Phila.	500	
Vanderbilt..... Pa	Youngstown Jet..... " F. H. Deindson	F T	Phila.	500	
Vanderbilt..... Pa	Z					
Vanderbilt..... Pa	Zanesville..... Ohio	J. H. Lee, Depot	T C	C O	20,000	
Vanderbilt..... Pa " J. C. England	T C	C O	20,000	
Vanderbilt..... Pa " A. C. Richards	T C	C O	30,000	
Vanderbilt..... Pa	Zartman's..... Pa	
Vanderbilt..... Pa	Zediker..... Pa	

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DINING CARS.



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THROUGH THE

Valley of the Virginias

ALONG THE

Historic Potomac

OVER THE

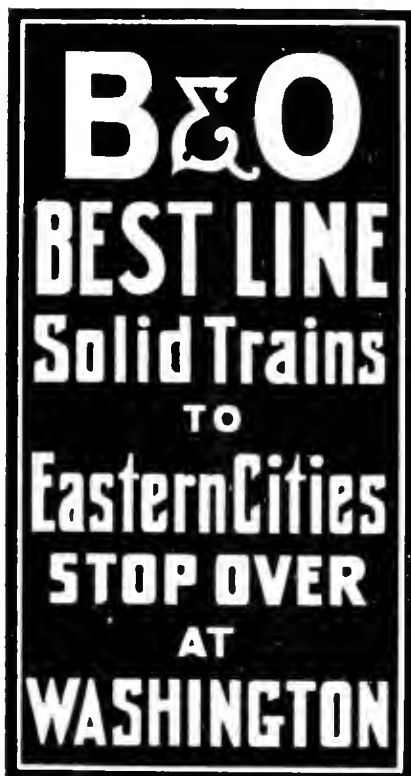
Crest of the Alleghanies

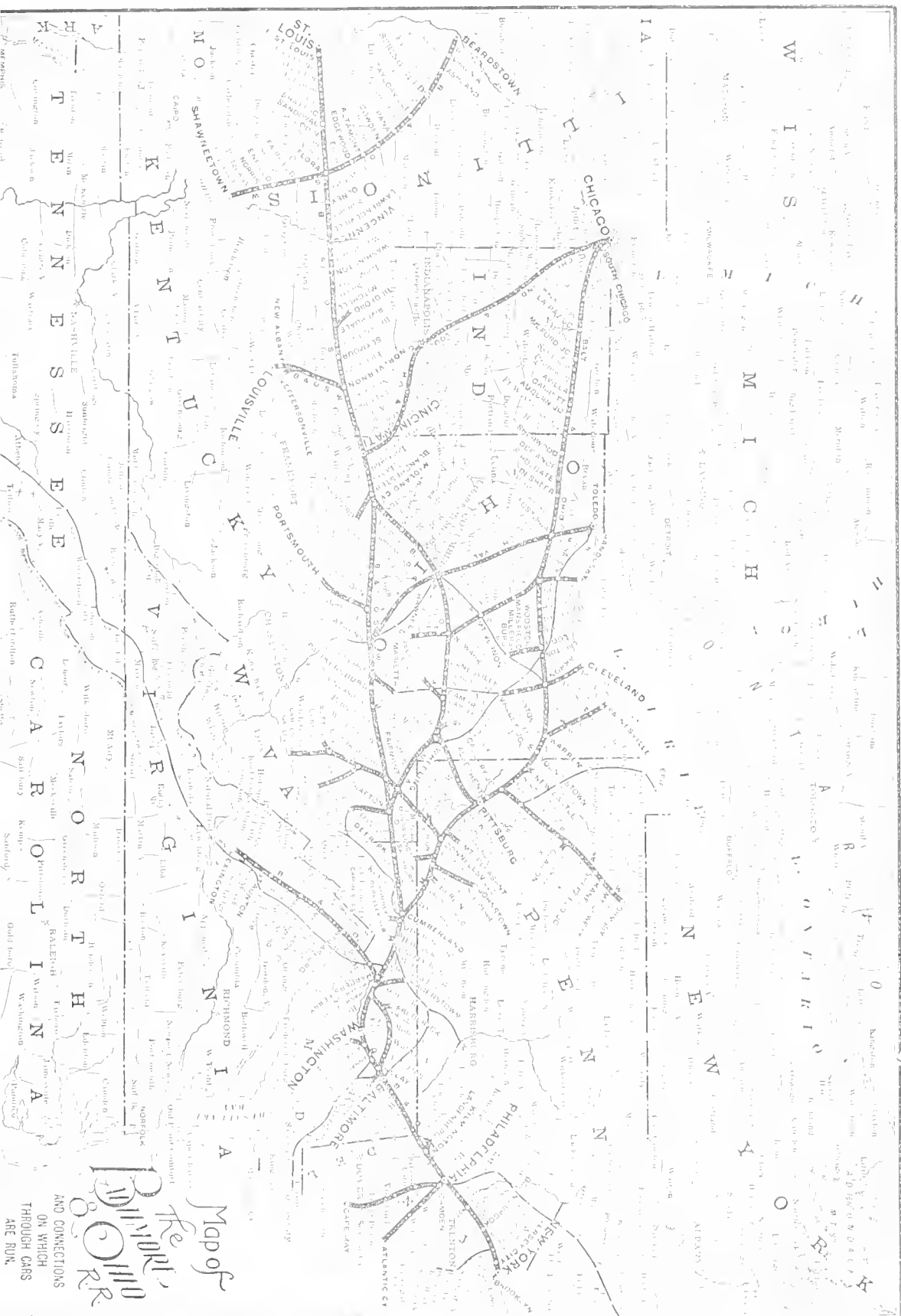
TEN DAYS
STOP-OVER AT WASHINGTON



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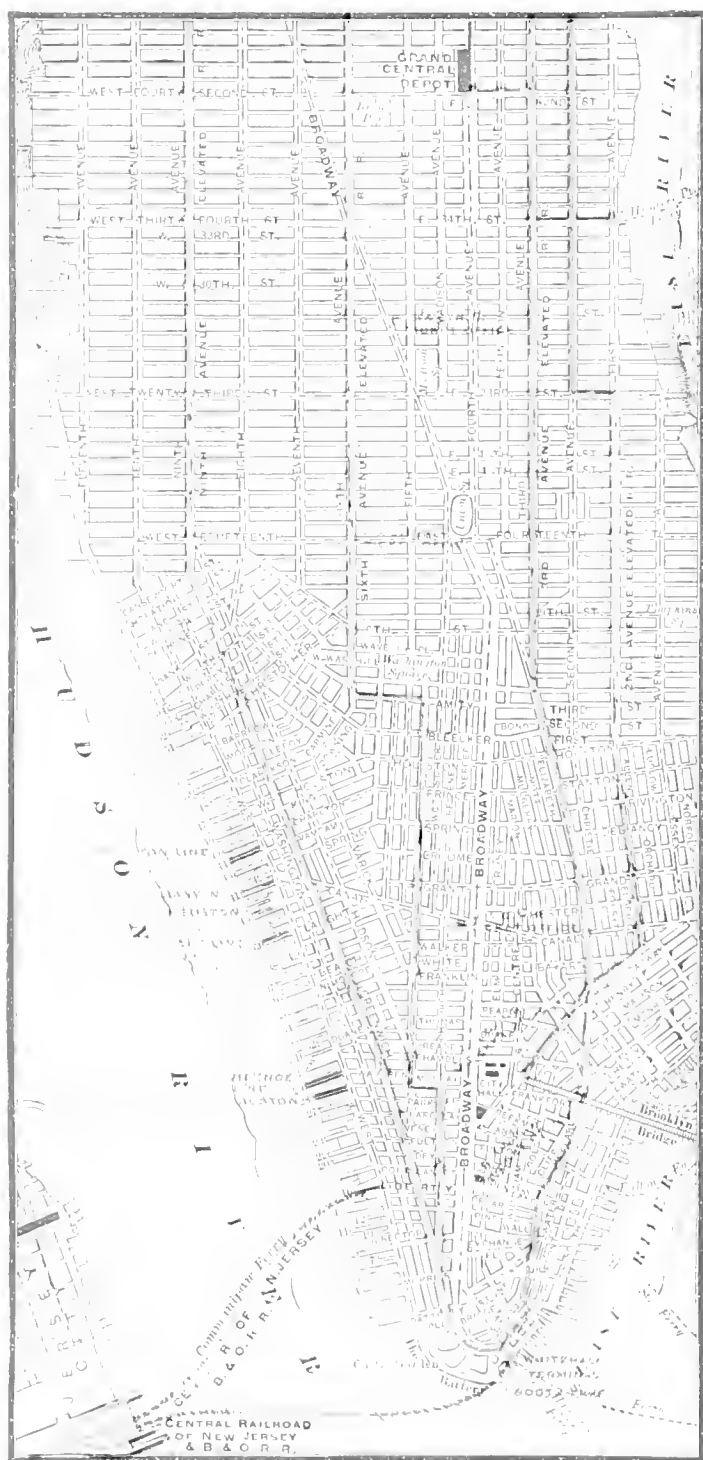
B. & O.





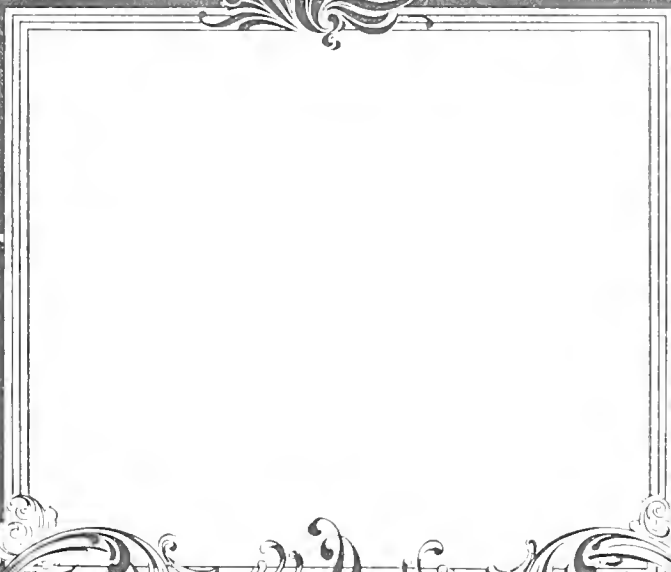
Map of
The
Baltimore
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Railroad
AND CONNECTIONS
ON WHICH
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ROYAL BLUE



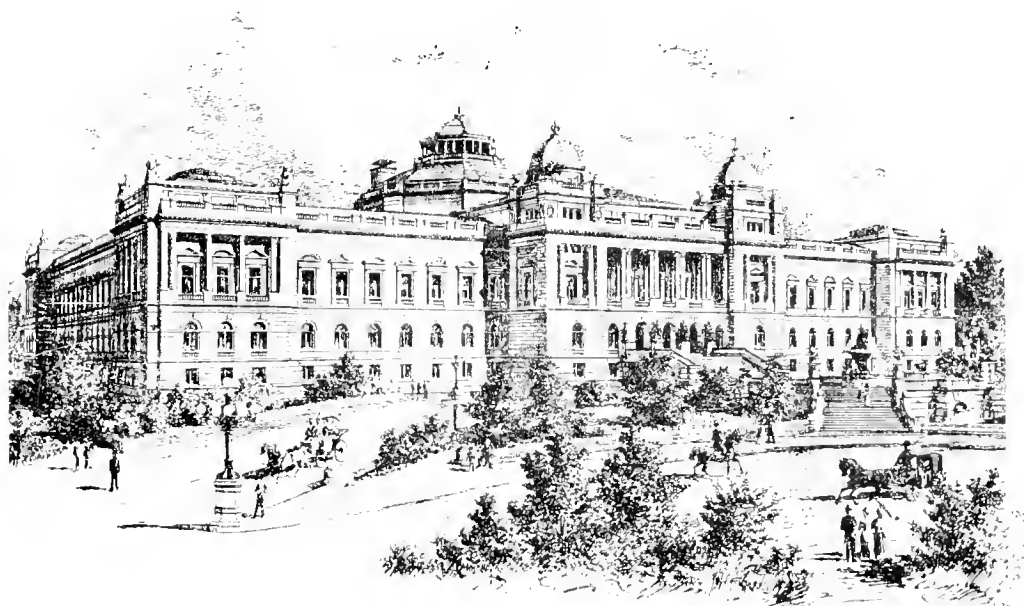
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privilege at

Philadelphia

A TEN DAY stop-over at Philadelphia is granted on all one-way first class limited tickets to New York or points east thereof, via Baltimore & Ohio R. R. Passengers desiring stop-over will notify conductor prior to arrival at Philadelphia, so that tickets may be properly endorsed. Tickets must be deposited with ticket agent at B. & O. station, Twenty-Fourth and Chestnut Streets, Philadelphia, immediately on arrival, who will issue exchange ticket good on all trains between Philadelphia and New York via Bound Brook line, and which will be honored for passage from any P. & R. R. depot in Philadelphia from which New York trains are run.

Stop-Over Privilege at Washington



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A TEN DAY stop-over at Washington, D. C., is granted on all through tickets between the East and West, via Baltimore & Ohio R. R. Stop-over will also be granted on the return journey on round-trip tickets, within the final limit of such tickets, but not exceeding ten days. Passengers desiring stop-over will notify conductor prior to arrival at Washington, so that tickets may be properly endorsed. Tickets must be deposited with ticket agent at B. & O. station in Washington immediately on arrival, who will retain them until the journey is to be resumed, when they will be made good for continuous passage to destination by extension or exchange. This arrangement will doubtless be greatly appreciated by the traveling public, because it will permit the holders of through tickets to make a brief visit to the National Capital without additional outlay for railroad fare.



HIS WOODEN LEG RESTED ON ONE OF THE BIG BRASS ANDIRONS

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I

BALTIMORE, DECEMBER, 1897.

No. 3.

THE SHADES OF MANNAHATTA.

CHRISTMAS Eve!

Peter Stuyvesant sat crouched in his arm chair before a cheerful log fire, in the governor's mansion on the Isle of Mannahatta, awaiting the arrival of his guests. His wooden leg rested on one of the big brass andirons; his long stemmed pipe was caught lightly in his fingers, and his lips tightened or relaxed on its glazed tip, as at intervals he poured forth a long stream of smoke toward the ceiling.

Peter was only the shade of his former self. He had come back to earth in a spirit of curiosity, for he had heard strange tales of happenings in the possessions once governed by him when he was mortal.

So on the eve of his patron saint, the Good St. Nicholas, he invited a few of his neighbor shades to spend the eve with him at his old home. He had preceded them to make ready the old house which he had left nearly two hundred and fifty years before. He drew up the old chair before the fire, and lighting his pipe began to smoke.

There was nothing to note particularly in his smoking; but the smoke that was curious. It floated around his head in great wreaths of limpid vapor. Slowly it gathered, and through its misty veil, the outlines of a face were plainly discernible. Another glance revealed the full outlines of a man. He was tall, straight and commanding. He wore a cockade, a wig and cue; his old fashioned satin coat with lace at the sleeves, his broad waistcoat, knee breeches, silk stockings, the silver buckles at his knees and on his shoes betokened a Knickerbocker.

"Good evening, myn heer," said the

shade, and Peter arose and took the hand of his distinguished guest, and pointing to another pipe which lay on the huge oaken mantelpiece, bade his visitor be seated.

Soon the blue smoke from the two pipes thickened; and, behold! out of it came the sombre form of a plain old man. His garb was that of a Quaker. His long, curly hair, his smoothly shaven face and folded hands were those of a pious man. On his head he wore a great beaver hat with broad brim turned upwards at the sides.

"I trust I see thee well," said the good old man, as he moved his chair back from the fireplace to the wall to rid himself of the heat as well as the tobacco smoke, and sitting with his hands folded, seemed ready to dive through the thickening clouds from which he came, into the ether again, and with the aid of the wings of his great hat fly away.

Again the smoke thickened, and two opposing clouds from the pipes of old Knickerbocker and Stuyvesant rolled together, and from it suddenly appeared the form of a gay cavalier, in high top boots and spurs. About his royal blue doublet was buckled his sword. A red coat covered his frilled shirt. A gay ostrich plume waved from his soft felt hat, which he lifted as he entered the presence of his host.

With a sweeping bow he graciously wished his host and assembled guests a merry Christmas. Such a flurry and commotion was created upon his entrance that the blue smoke, now bluer than before, had gathered quickly in the opening left by this knight of olden times, as he seated himself.

As though propelled by a great gust of wind the smoke unraveled itself into the form of another guest entirely unlike any of his predecessors, as there was a suggestion of the modern about him which was not possessed by the other shades.

"Friends and fellow countrymen!" said the fourth shade as he laid his stove pipe hat upon the floor, and thrust his right hand into the breast of his waistcoat, raising his left as though he were

with the Indians: Lord Baltimore, with his "ancestry" shining through him from his curly locks and knightly beard, to the flaps on his clumsy boots; and, last, but by no means least, the Senator, bubbling with bluster and importance.

Peter Stuyvesant was a jolly host. He had invited his four distinguished neighbors of shadeland to celebrate with him an event which made him proud, on this memorable Christmas eve. The wooden peg, which served him as



going to make a speech. "Pray be seated," said Peter, rising, with a suggestion of temper in his accent.

The last vestige of smoke had disappeared with the arrival of this last guest. Whether it had blown away with his entrance or had consumed itself in his development was a conjecture. But, it had disappeared, and in its place were the filmy, transparent figures of Peter Stuyvesant and his four guests—Wouter Van Twiller, the blue stocking Knickerbocker; William Penn, silent and pensive, he of the famous treaty

a leg, struck heavily on the oaken floor as he stumped about the room serving each of his guests with a great earthen mug of beer.

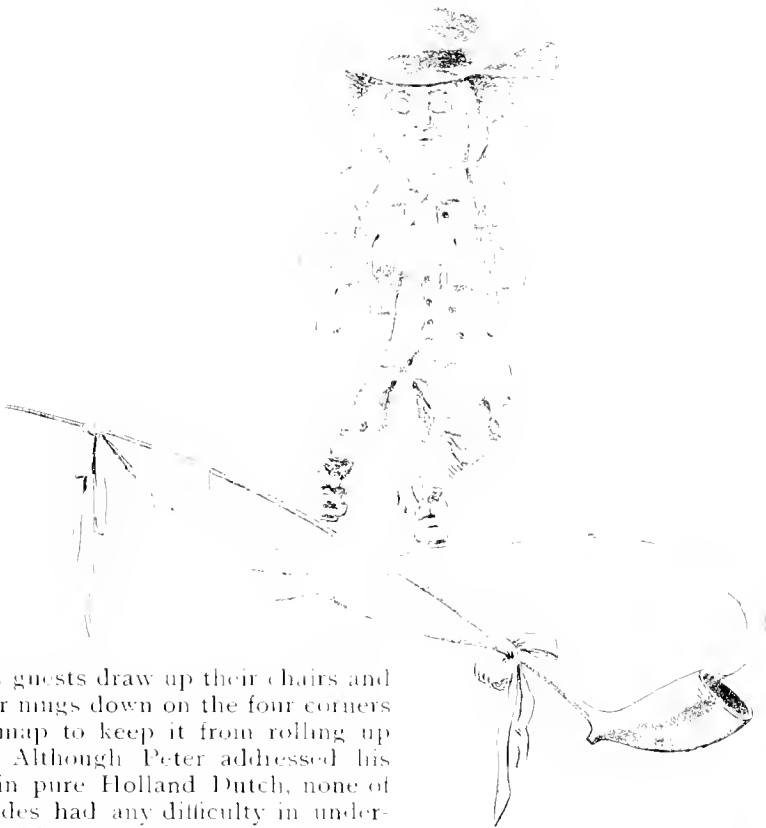
Stuyvesant's select little group of shades were not a very boisterous crowd for a Christmas Eve celebration. Perhaps they were a little ante-dated; or, were fearful lest they would arouse some of the celebrated anger that Peter could stir up. When Peter was in the flesh, most of his time was consumed in solving knotty problems, and that, together with his having to peg along through life on a wooden leg, had made him notoriously cross and crabbed. Being ousted from office by

death, the final scene in his great one act comedy-drama as Governor of New York might have made him worse. But he was not crabbed to-night. He invited his nearest neighbors to come over and celebrate an event which his posterity had brought about.

While his guests were sipping the vaporous home brew, which he set before them, he busied himself getting out an old parchment map, mildewed with age, and unrolling it on the big oaken table,

sea. It was called the Isle of Manna-hatta. Across from the foot of the island, to the west and bordering the sea, were rude lines, indicating a village, and its Dutch letters, almost obliterated, spelled the word "Communipaw." The date on the map as near as could be made out was "1607."

Peter stumped around the table with his hands behind him, bending over his guests, examining the map. He stopped at the foot of the table and tugged



had his guests draw up their chairs and set their mugs down on the four corners of the map to keep it from rolling up again. Although Peter addressed his guests in pure Holland Dutch, none of the shades had any difficulty in understanding him.

At the head of the table sat Van Twiller, and as he scanned the map before him, his filmy countenance took on an intensely interested expression. The others only exhibited the usual politeness that would be expected from guests.

The map was that of a peninsula, or more correctly speaking, an island, made by a big river splitting on its way to the

fiercely at the ends of his little mustache and gazed on the little town of Communipaw, with its queer houses and windmills. Surely they were not there when the map was unfolded, but some strange transformation had been going on, for in clear outlines the village had raised itself and signs of life had appeared.

Van Twiller eagerly leaned forward

on his elbows, appearing to recognize a figure strangely like himself. It was a man of importance, perhaps a leader, for in fact, the people obeyed his will. The scene changed and the figure was swallowed up in the earth; and the old man leaned back in his chair again, assuming his former intense gaze. A war whoop arose from a little band of red figures, appearing on the island, and William Penn mechanically leaned forward and pacified the little group

sant became enraged. Forgetting that he was nothing but a thin vaporous spook himself, vainly gesticulated and fumed, shaking his fists at the figures before him.

Then there was a battle. The little figure with a wooden leg had been hard hit and then it disappeared from the map. At this Peter's vengeance cooled and he again became absorbed in the map. The rapid transition continued. While the little town of Communipaw



with a single glance. The little village grew and new figures appeared. The water which originally contained only the queer Dutch ships and Indian canoes, now had bigger ships of a foreign make.

Old Peter, like his guests, had remained silent during all the strange miniature pantomime. Suddenly loud noises as from afar, arose from the little settlement and undoubtedly the form of Peter himself was plainly seen in the midst of the assembled citizens of the town. At the sight of it old Stuyve-

remained dormant, the Island was growing with settlements. The harbor and rivers filled with vessels. The little Indian villages were driven off the island. Thicker and thicker appeared the houses; streets upon streets were portioning out the land. Soon the island was filled up and settlements appeared on each side of the wide rivers. The noises increased. Then the build-

ings grew taller and the church steeples higher. A great bridge spanned the river from the southeast corner of the island to the main-land. Trains of cars rushed on the main-land toward the island from all directions and unloaded their passengers on boats, which hurried them to landings in the city. Elevated trains through the streets ran from one end of the island to the other. On the surface of the streets a long stream of cars were pulled by an unseen cable, and all were

now watching the bulletins on the big white signs in front of the newspaper offices with intense interest.

All this time the original settlement at Communipaw had grown comparatively but little. Peter noted this and pondered. Suddenly he pointed to the little village, as though he had found the reason. Beautiful trains of the color of Lord Baltimore's waistcoat pulled into the station, from which crowds of people were entering the ferry boats.



moving to and from the lower end of the island, which the people called the Battery. The great bridge was alive with people and the two great settlements were united in one big town. Then there was more noise and great tumult, for the people had decided to call their cities by one name and live under one government. They were having an election, and the Senator was

Across to the island came the boats and entered their berths under the big building, east of the Battery, which was called "Whitehall Terminal." There the people dispersed in the elevated trains, cable cars and ferry boats and were carried quickly to every part of the big city, which the people called "Greater New York."

It was Christmas Eve. The lights of the city sparkled like miniature diamonds, and the two million and a half people were celebrating also. "By the great St. Nicholas," said Peter gleefully, "this beats Oloffe Kortlandt's dream." [Copyrighted.]

A SOUVENIR.

A SOUVENIR? What shall I say?
I'm but a puppet in the play,
The muse invoked doth flee away;
A souvenir? What shall I say?

About blue eyes? I do not know—
Unless upon the driven snow,
Dropped from the clouds to earth below,
Are bits of sky. If so, I know.

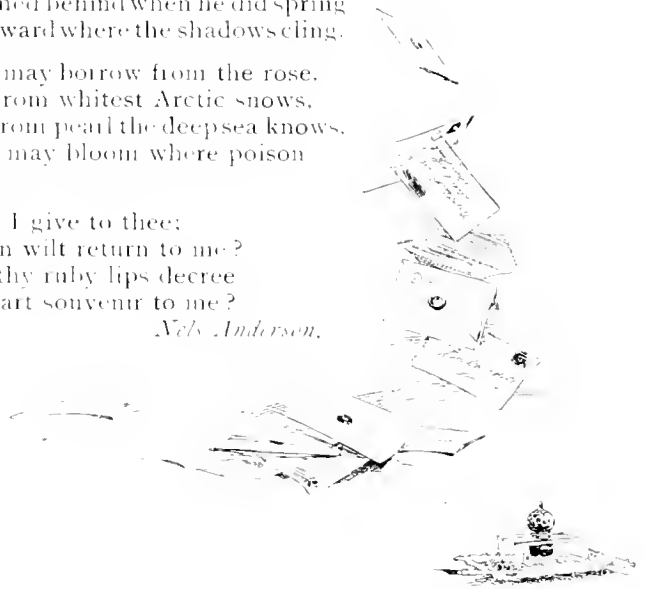
A dimpled chin? I've dimples seen
Upon the laughing water's mien,
When kissed by heaven's orb'd queen;
Such dimples sweet, ah yes, I've seen.

Can I of golden tresses sing?
I've seen the sun a halo fling
That streamed behind when he did spring
Swift downward where the shadows cling.

The cheek may borrow from the rose,
The brow from whitest Arctic snows,
The teeth from pearl the deep sea knows,
The flower may bloom where poison
grows.

A souvenir I give to thee;
What token wilt return to me?
Wilt with thy ruby lips decree
That thou art souvenir to me?

Aels Anderson.




$$I = M_{\text{solid}} \omega^2 = M_{\text{solid}} (100 \text{ rad/s})^2 = 6.4 \times 10^{-3} \text{ kg} \cdot \text{m}^2/\text{s}^2$$

REFERENCES



THE NEMACOLIN PATH.

THAT part of Pennsylvania lying between Pittsburg and Cumberland, and traversed by the line of the Baltimore & Ohio Road, is one of the most historical sections of our country. Its fame and scenic charms date far back into the past; and in myth and legend, in song, romance and story it is famous locally, well known throughout the whole country, and not entirely unknown beyond Columbia's borders.

As the mind reaches back into the years of more than a century ago, it contemplates the solitary traveler bearing his little pack of peltries over the same route where to-day rush and roar the locomotive and its lengthy train. For years and years before that time it was the great east and west highway of the savages; for here ran the great Nemacolin Path, and this Appian Way of the savages was continually filled with savage bands.

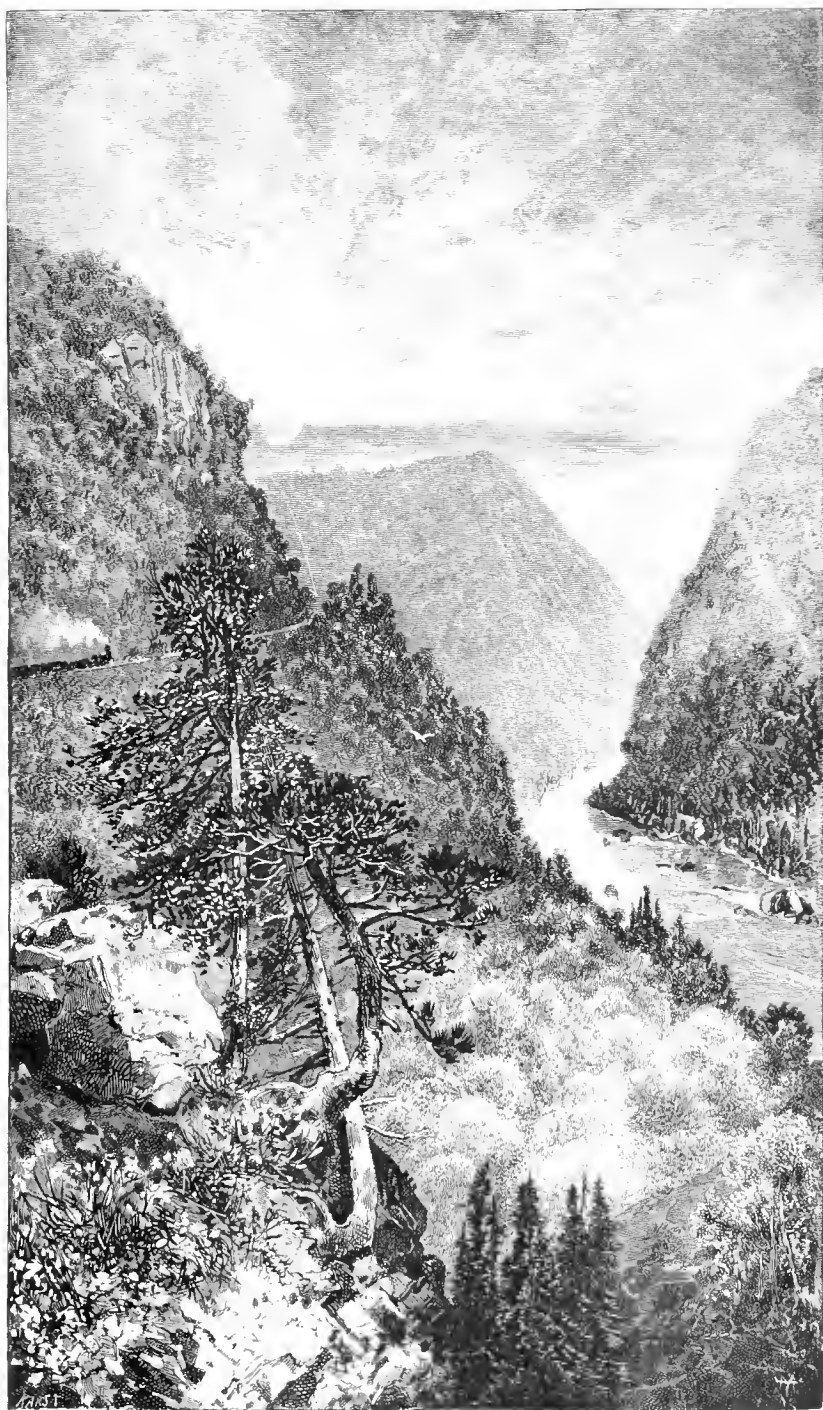
Along this route Washington journeyed westward during the early days of the French and Indian war, the route of the ill-fated Braddock followed closely that now traversed by the line of "The Royal Blue," and later the old State road meandered along this mountain route and in the footprints of the early settlers followed the heavy laden pack horse. Then came the great and only National Highway, and with it came the white topped emigrant wagon, the ponderous conestoga and the stage coach—the lightning express of those early days—and next the iron way of the railway appeared to complete the subjugation of the wilderness and to hasten the development of this most important territory. Thus we trace the evolution of travel and transportation of the great route which is to-day con-

trolled by the Baltimore & Ohio System, and its history, narrated in detail, is one illustrative of progress on the American continent.

In the great drama of American history which closed when the fond hopes of the French for empire on the American continent went up with the smoke which rose from the ashes of Fort Duquesne, George Washington was a central figure in that momentous struggle.

The sending of young Washington over these mountains upon the embassy to warn the French out of the upper Ohio Valley is an event in American history equal in importance with the discovery of the continent and the independence of the nation. It is an all-important event in our history as a distinct nation, for had that journey not been made, the great and decisive conflict between the two leading nations of the world would not at that time have been precipitated; the Lilies of France would not have bowed before the Royal Cross of St. George; the expense of that great struggle would not have fallen so heavily upon England and she would not have been tempted to further oppress the over-burdened colonists with heavier taxes in order to pay her war debts.

This journey of Washington into western Pennsylvania, while made in the interest of England, was but an unconscious masterstroke in favor of the American colonies which were so soon to be endowed with the power and dignity of free and independent statehood. By the summer of 1753 French aggressions in the region now embraced in southwestern Pennsylvania had so far progressed as to greatly alarm the colonists. At the suggestion of the British

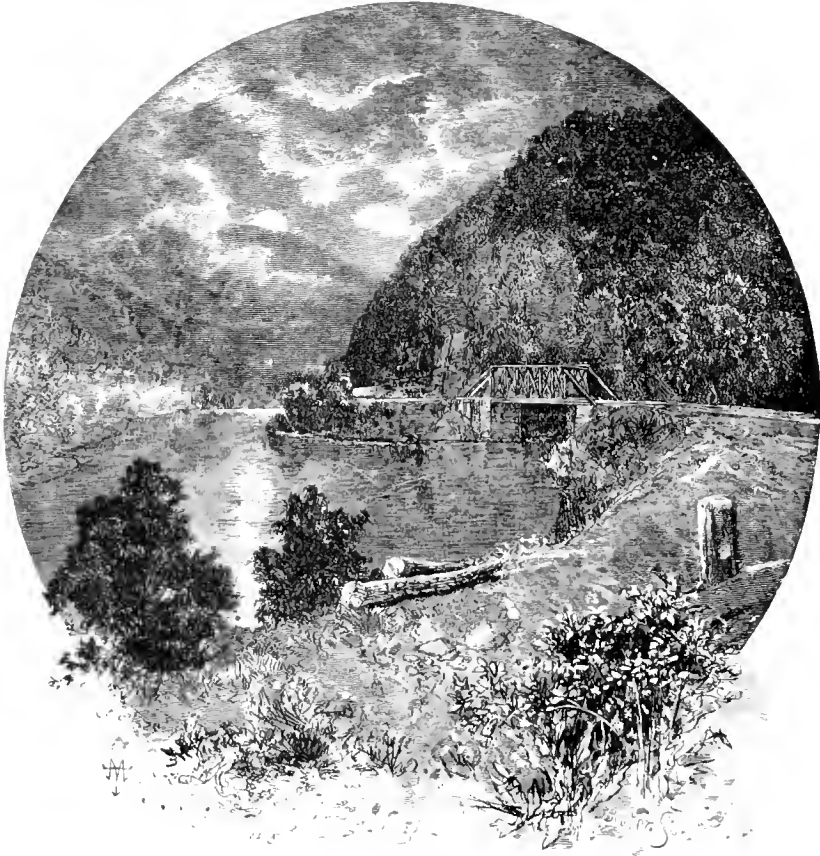


THE HEART OF THE ALLEGHENIES

Council Lieutenant Governor Dinwiddie, of Virginia, sent George Washington over the mountains to warn the French to leave the region. On November 1st of that year, the very day on which he received his commission, he set out from Williamsburg, and fifteen days later he left Wills Creek, now Cumberland, on his long and dangerous journey through the unbroken wilderness. He was accompanied by Christopher Gist, the celebrated Indian guide

weeks for the journey which to-day is accomplished in hours.

After his return from this first journey, it became evident that the French meant to hold the western region, and the following year Washington was sent over the mountains by the same route with a force to drive the French out of the region. This expedition ended at the Great Meadows, a few miles south of the Baltimore & Ohio Railroad west of the mountains. It was here the first



INDIAN CREEK.

and interpreter, six other white men and two friendly Indians.

The route of their journey up Wills Creek and down the Youghiogheny was very nearly that now traversed by the Baltimore & Ohio Railroad. But what a contrast is presented between the region as it appeared then, and now. Where prosperous towns and rich fields now appear all was then covered by forests; and through the wild woodlands ranged the savage bands. Then it required

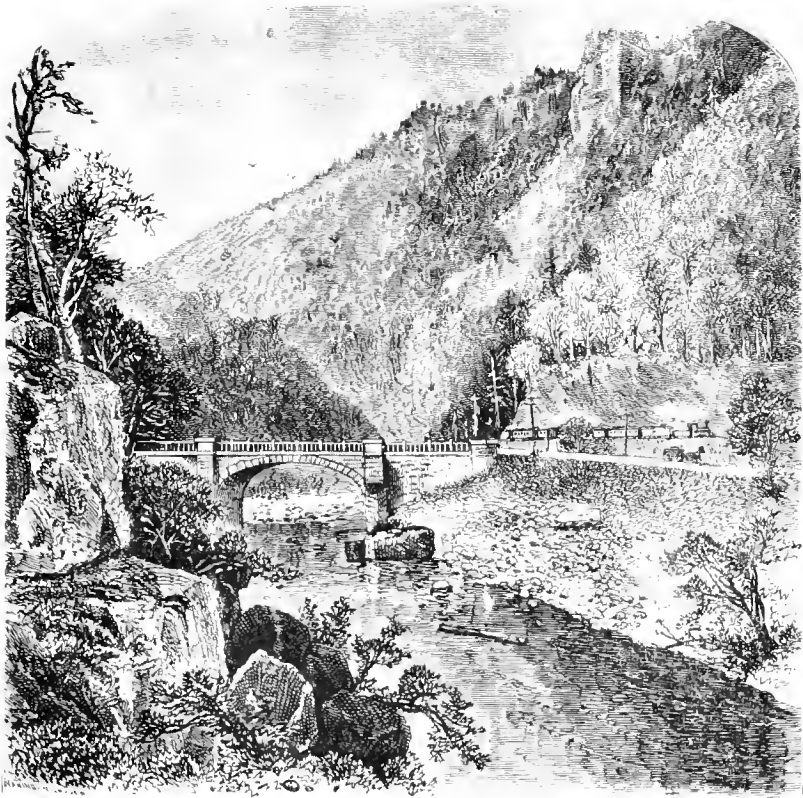
battle of the French and Indian war was fought, and nearly the opening skirmish of that great struggle which extended to both sides of the Atlantic and which was really the signal for two great revolutions: for the one which gave to America her independence, and for the struggle which swept away the feudal institutions of Europe.

It was while the forces of Washington lay at Fort Necessity, which they had constructed at the Great Meadows,

this opening skirmish occurred. Washington received information that a body of French forces were in the neighborhood, and on the night of May 24th a messenger from Tanacharison, or the Half King, a friendly Indian chief, confirmed the information. At once Washington led a party through the intense darkness to the Indian camp, and accompanied by the savages they proceeded to the French camp which had been located in a dark ravine in the mountains. Just at daybreak Washing-

mounted by a cross which tells of his creed but not his nationality, can be seen the grave of Jumonville. When LaFayette visited this country, he made a pilgrimage to the grave of his illustrious countryman.

Just a month after this preliminary struggle the French forces appeared in greater numbers before Fort Necessity, and he was compelled to capitulate. He, however, obtained most honorable terms and was allowed to take off all artillery, provisions and other belong-



THE OLD NATIONAL BRIDGE.

ton gave the signal to fire and the shots which rang out among the mountains of Fayette County upon the misty air of that late May morning are the most famous in history. The French leader, Jumonville, and nine of his men were slain in this engagement. The remaining nineteen surrendered. The dead French leader was laid tenderly to rest in a shallow grave which Washington's own hands helped to shape and there to this day marked by a pile of stones sur-

roundings of the army. This first lesson in the uncertainties of the art of war must have made a lasting impression upon Washington. Old Fort Necessity was long the object of curiosity to visitors, but it has now almost entirely disappeared; only the lines of the old fort remain. About forty years ago a monument was dedicated, but was never completed. Now the Daughters of the American Revolution propose to restore the old fort and to erect a monument.

For many years the land whereon this early struggle occurred was owned by Washington.

In 1755, General Edward Braddock led his army over this same mountain route. Owing to some difficulty regarding the rank of the colonial officers, Washington resigned but was finally induced to accompany Braddock as an aid. The story of this ill-fated expedition is too well known to be here narrated. From the time the imperious Braddock touched our shores until he received his death wounds upon the banks of the Monongahela he never ceased fuming and fretting and swearing. While he continually scolded at Washington's advice before the battle, it was to him that the haughty Briton gave the orders for

been somewhat changed through the intensity of modern life, the landscape still forms a picture romantic enough to make the heart of an anchorite rejoice. Westward from Cumberland the scenery is delightful. The narrows a few miles beyond present as fine a picture as can be found anywhere; and still farther are Big Savage and Little Savage mountains which rear their heads majestically against the pale blue of the sky. The Big Crossing with the queer old-fashioned stone bridge on the line of the old National Pike soon catches the eye of the traveler.

Now we are in the valley of the famous Yough. The bold mountains rise vindictively to hem in the dashing waters of this ornate mountain stream.



HERE DASHES DEBANT THE DARE-DEVIL YOUGH

the retreat, and Washington read the burial service over the mistaken, wrong-headed leader's grave.

Braddock's grave is on the old National Road not far from Fort Necessity, and here among the picturesque hills of Western Pennsylvania he sleeps on in silence. Dunbar's Camp is another historic place. Go to the mountains and there the pastoral sons will point out to you these places and recite to you their fascinating history.

But aside from the flood of history, the country traversed by the line of the "Royal Blue" in the Keystone State has other charms and beauties. Judea had no such verdant hills and the valley of the Nile is no more fertile. In early days this section was a wooded paradise, and while the face of the country has

The Youghiogheny is famous in song as well as in story. Of "The Dare-Devil Yough" the bard has sung:

"Where the bluff Alleghenies rise rugged and rough,
And fetters and bars of a continent forge,
There dashes debant the dare-devil Yough,
Through rocky ravine, deep dell and grim gorge,
To this river I drink; for akin to my blood
Is its torrent so bold, and so buoyant and free;
Braving boulder and crag with impetuous flood,
As onward resistless it rolls to the sea."

Here in the mountains are numerous attractions to pleasure seekers. Ohio Pyle and Markleton are famous resorts. This section is a paradise for the hunter and fisher and hundreds of sportsmen well know its charms. Back in the mountains a short distance is the celebrated "Delaney's Cave" which has been explored for miles. The "White Rocks"

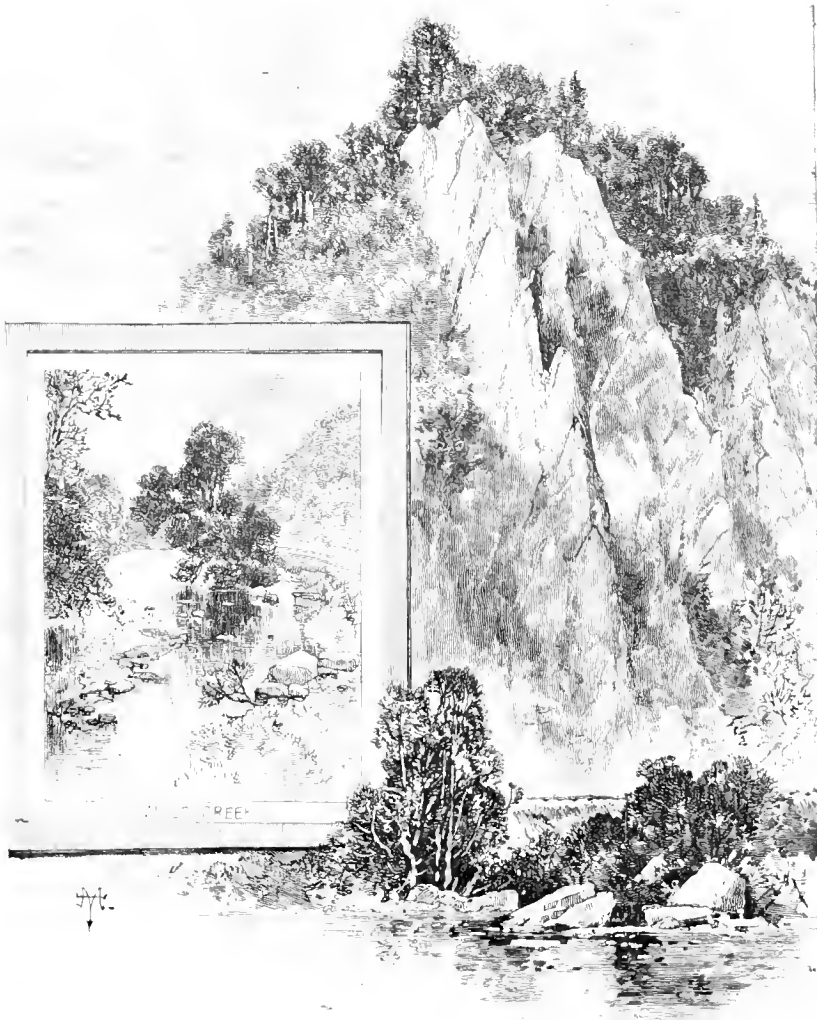
is a locality upon which a popular novelist has hinged a fascinating tale and the traveler through this region beholds the great rocks standing out in defiance.

Farther to the west the line traverses the greatest coke region in the world. The Connellsville Coke Region has long held pre-eminence in the world of coke and to-day it maintains with ease its foremost position. As it nears Pittsburgh the line threads in and out of a

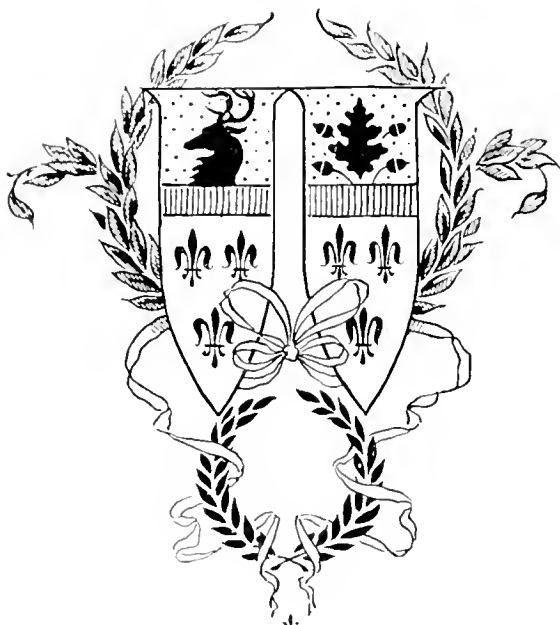
myriad of diversified industrial establishments. The trip down the Monongahela is a delightful one and the great Iron City is the climax of a pleasant journey.

The numerous branches of the Baltimore & Ohio Railroad reach out to almost every part of southwestern Pennsylvania and West Virginia. The beauties of this wild and picturesque section are legion.

WILLIAM GILBERT IRWIN



WHITE CREEK



TO FLEUR-DE-LIS.

O, FLEUR-DE-LIS! O, Fleur-de-lis!
 Where'er I glance thy form I see;
 Art would be nothing but for thee,
 Thou emblem fair of royalty—
 O, Fleur-de-lis!



O, Fleur-de-lis! O, Fleur-de-lis!
 Thy shapely curves have won with ease:
 I worship thee on bended knees —
 Dame Fashion's favorite fad to please,
 O, Fleur-de-lis!



O, Fleur-de-lis! O, Fleur-de-lis!
 Where'er I go, my vis-a-vis,
 Thy spear-head form I ne'er can miss,
 Why is it thus, I've come to this,
 O, Fleur-de-lis?



A LOCOMOTIVE SHOP.

PERHAPS next to a great modern rail-mill under full blast at mid-night, with the thunderings of its mighty rolls, and the horrible dull-red glare of a hundred tons of red-hot metal, an up-to-date monster railroad locomotive-erecting shop will hold and fascinate the mechanical genius by the very magnitude of the operations carried on within the plant.

There was a time, less than twenty years ago, when the operations of a locomotive engine-building and repair shop were not nearly as marvelous or ponderous as they are to-day, but that was when the locomotive weighed one-half in tons, and developed but two-thirds the speed of the modern railway monster. In fact, we were then quite content to applaud such seemingly phenomenal speed as forty miles an hour, while to-day we grumblingly complain, under the stress of high-pressure civilization, of any rate of travel which hustles us between distant cities at less than sixty miles an hour.

One of the most representative and interesting engine-erecting shops in America, outside of the great Baldwin Locomotive Works at Philadelphia, is the shop and plant of the Baltimore & Ohio Railroad Company, at Baltimore. Its chief interest lies in the multiplicity of new labor-saving devices and machinery, which permit of a maximum output with a minimum amount of arduous physical labor. In this plant every recent invention and facility, which has proven itself of strictly utilitarian value, has been introduced, and it is simply marvelous to the tyro in heavy mechanics to see how rapidly and expeditiously great eighty-ton engines can be thoroughly overhauled and turned out in perfect running order.

This particular building, which lies in a maze of machine shops, blacksmith shops, foundries and car works, all contributing their share to the needs of a vast railway system, is 384 feet in length, and seventy-three feet in width. Underneath the massive skylighted roof and within the four white walls, kept

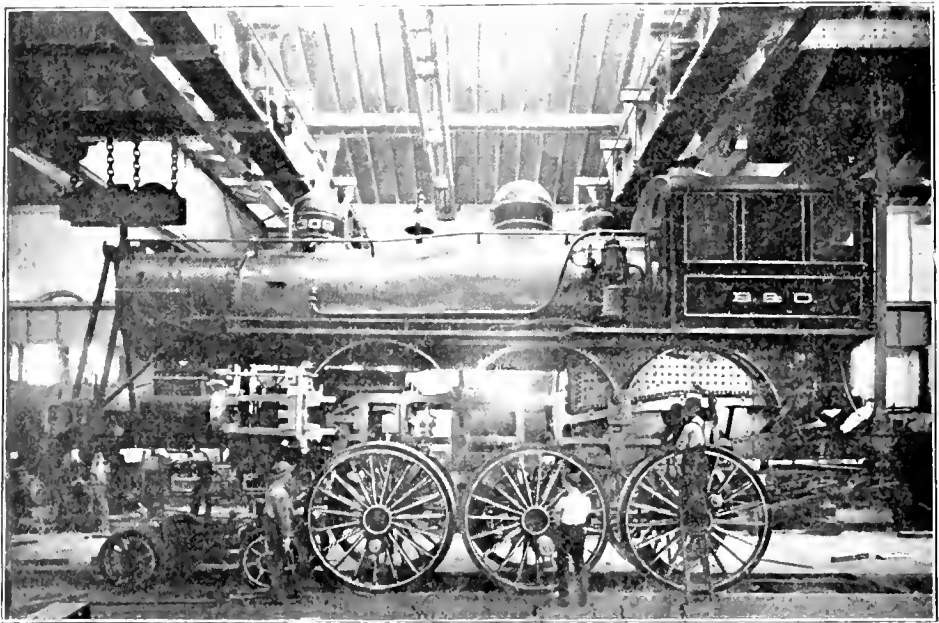
immaculately clean, are three equidistant longitudinal tracks, with long trenches or pits cut between the rails. The center track alone offers ingress and egress for the building, while the two side tracks are used almost exclusively for engines in various stages of construction and repair. Twenty of the great locomotives known as 1300's can be placed end to end on these two great tracks at one time. When an engine comes into this shop on the center track it is transferred quickly and tenderly to a designated berth on one of the side tracks by the aid of two great electric cranes, with a lifting capacity of more than fifty tons each. So easily is this accomplished that one almost fails to realize the tremendous output of power. In actual practice, when an engine comes into the shop for repair, the cranes may be at work on minor lifting jobs at opposite ends of the room. It should be stated that they are what are known as traveling cranes, or huge steel trusses, which reach from side to side of the narrow way of the building, and run back and forth on steel rails high up on each side wall. Each is operated by a single powerful electric motor, controlled through the skillful manipulations of a motorman who is suspended in a wire cage from the traveling truss. The motorman, by turning one little handle to the right, scurries up through the building on the side rails; by turning another, the huge grapple or tackle slides from one side to the other of the building, and by still another, he lowers or raises the tackle. So it will be seen that every particular square inch in the building can be reached by the derrick. It is extremely fascinating to watch the motorman manage one of these giant derricks with apparently the same ease with which he draws each breath, and it is seldom that he does not engage in all three movements at the same time, hurrying up the room while the transverse car moves across to some selected spot, and the ponderous tackle slowly drops toward the floor, touching quite often upon the exact spot where lifting

is to be done at the precise moment of cessation of all other movements of the machinery.

It has been pointed out that when one of the huge locomotives is to be carried to a side track both derricks are required; on such occasions one derrick carries suspended an immense rectangular steel frame which fits around the cab and under the rear end of the boiler, while the other carries a massive hempen rope loop which is passed around each end of the forward truck-frame. This rope is a curiosity in itself, composed as it is of hundreds of perfectly straight strands of hempen string, and covered

difficulty, and the life of such a cable is many times that of any other form heretofore employed.

The actual manufacture of the various and intricate parts of a locomotive takes place in the surrounding shops, where the specialized machinery is so intricate that nothing short of a treatise on locomotive building would permit one to describe it, and in the erecting-shop only are these separate parts, coming from all directions, assembled into a complete and perfect engine, ready to go out upon the road and travel a hundred thousand miles or more before the necessity arises for overhauling and repair.



HEAVY LOCOMOTIVE BEING LIFTED FROM ITS TRUCKS BY ELECTRIC CRANES.

with heavy burlap, and held in place by a single spiral wind of similar cord. It is said that this cable is the final outcome of exhaustive experimentation by the Baldwin Locomotive Works, for the best material to suspend the tremendous dead weight of forty tons. It seems that steel and twisted and woven rope cables are entirely unsuitable, the first having an extreme tendency to curl and tie itself into unmanageable knots, and the second invariably breaking after short use by the tangential strains produced in the fibres which do not run in the direction of the pull. The great mass of perfectly straight fibres obviates this

In putting an engine together or overhauling it after it has run its time limit, the erecting-shop performs its functions through the aid of steam, cold-water and air-pressure pipes and pneumatically-driven machinery, leaving all the heavy lathe work, cylinder-boring, etc., to their respective departments outside. Perhaps the greatest economizers of time and labor are the various pneumatic devices to be seen in this shop. Every inch of steel and iron is drilled by the pneumatic-engine drill in place of the old-fashioned and laborious hand-ratchet drill. It is said that this drill which simply races through the

iron, driven by the rotary air motor, is capable of doing three or four times the amount of work performed by the old-fashioned method. And again, the pneumatic hand hammer and chisel which are in constant use here, are the most unique inventions of the age, accomplishing as they do almost automatically, guided only by the hand of an operator, the riveting of boiler plates together, the cutting out of dozens of flues in the boiler, or calking new flues into place with a rapidity which is simply

or particular skill of hand is required of the man who climbs through the narrow fire-box door to tighten up a nest of tubes, trailing behind him as he goes, a little hose-pipe carrying ninety pounds to the square inch of compressed air. He places the machine in contact with the raw, projecting edge, presses a little button, and, in the shocking din created by the lightning blows, moves the implement round and round, the edge of the steel taking on a smooth and finished surface apparently



INTERIOR OF LOCOMOTIVE ERECTING SHOP, MOUNT CLARE, BALTIMORE, MD.

astounding. As one steps inside the erecting-shop to-day the deafening reverberations of sixty blows a second from these riveters and hammers and calkers playing on the empty boiler shells greet the ear with an incessant roar, in place of the old bang, bang, of the hand hammer. Instead of requiring ten minutes to drive down the projecting end of a quarter-inch steel flue so that it shall be absolutely steam tight, only fifteen seconds are needed by the operator to-day to produce a far better finished piece of calking. No precision of eye

as easily as one would mold a bit of wax.

The last stage in the assembling operation before the engine leaves the erecting-shop for its trial run upon the tracks of the outside yard, is the careful testing of the boilers under cold-water pressure and then under steam, and perhaps even the speeding of the machinery itself while suspended in the air by the electric cranes.

The Mount Clare shops boast the proud record of having turned out the earliest of American steam locomotives,

and of having been the seat, for years and years, of the greatest activity in railroad equipment. Over 800 engines have been completely built within its walls, and it is only within very recent years that this company has availed itself of the assistance of outside firms in construction work, and, while their

latest innovation in wonderful high-speed engines, known as 1300's, were constructed by the Baldwin Locomotive Works, the working plans and designs and specifications were the outcome of years of careful training of the engineer corps of the Baltimore & Ohio Company.

WILLIAM DINWIDDIE.

MARK TWAIN'S ELEPHANT RIDE.

TO the elephant stables and I took a ride, but it was by request—I did not ask for it, and I did not want it, but I took it because otherwise they would have thought I was afraid, which I was. The elephant kneels down by command—one end of him at a time—and you climb the ladder and get into the howdah, and then he gets up, one end at a time, just as a ship gets up over a wave, and after that, as he strides monstrously about, his motion is much like a ship's motion. The mahout bores into the back of his head with a great iron prod, and you wonder at his temerity

and at the elephant's patience, and you think that perhaps the patience will not last; but it does, and nothing happens. The mahout talks to the elephant in a low voice all the time, and the elephant seems to understand it all and to be pleased with it, and he obeys every order in the most contented and docile way. Among these twenty-five elephants were two which were larger than any I had ever seen before, and if I had thought I could learn to not be afraid I would have taken one of them while the police were not looking.

SANDY'S SALVATION.

“AN’ hoo’s the guid wife, Sandy?” said one farmer to another, as they met in the market place and exchanged snuff boxes.

“Did ye no hear that she’s dead and buried?” said Sandy solemnly.

“Dear me!” exclaimed his friend sympathetically. “Surely it must have been very sudden?”

“Aye, it was sudden,” returned Sandy. “Ye see, when she turned ill we

hadna time to send for the doctor, sae I gied her a bit pouther that I had lying in my drawer for a year or twa, an’ that I had got frae the doctor mysel’, but hadna ta’en. What the pouther was I dinna verri weel ken, but she died soon after. It’s a sair loss to me, I can assure ye, but it’s something to be thankful for I didna tak’ the pouther mysel’.”—*Spare Moments.*



BEARDSLEYISM.

SOME claim it is original, and some claim it is not
Some find it is just natural, but most think it is rot
Perhaps it is Dutch Gothic art that's over Japanesed.
Perhaps 'tis pre-Raphaelism most awfully diseased.
But in my humble ignorance of all that touches art,—
The Bible having taught me to give each one his part,—
I've come to this conclusion: that this "arts" origin
May safely be accredited to whisky or to gin!

—*Francis de Lamore, 197.*



CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.57	2.15	3.49	6.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STATION ..	7.59	8.54	10.54	1.01	2.20	3.53	6.04	1.26	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL ..	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15	
LV NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
LV PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT. ROYAL STATION ..	10.04	12.41	2.26	3.36	6.42	7.49	9.32	10.41	6.05
AR BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	6.46	7.53	9.36	10.45	6.15
AR WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL ..	10.00 AM	2.00 PM	3.25 PM	5.55 PM	4.55 PM	-----	12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	5.00 PM	4.30 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	7.30 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.26 PM	6.42 PM	7.49 PM	10.41 PM	9.32 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	9.40 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	10.30 PM	11.05 AM	11.25 AM
AR PITTSBURG	-----	-----	6.35 AM	-----	-----	8.00 PM	-----
AR WHEELING	-----	8.20 AM	-----	-----	-----	-----	-----
AR COLUMBUS	-----	11.35 AM	-----	2.55 PM	-----	-----	-----
AR TOLEDO	-----	-----	-----	6.35 PM	-----	-----	-----
AR CHICAGO	-----	9.00 PM	-----	-----	-----	10.00 AM	12.00 AM
AR CINCINNATI	8.15 AM	-----	-----	5.30 PM	-----	-----	2.50 AM
AR INDIANAPOLIS	-----	-----	-----	-----	-----	-----	7.00 AM
AR LOUISVILLE	12.25 PM	-----	-----	10.50 PM	-----	-----	-----
AR ST. LOUIS	6.40 PM	-----	-----	7.36 AM	-----	-----	-----
AR ROANOKE	-----	-----	-----	-----	7.50 AM	-----	-----
AR KNOXVILLE	-----	-----	-----	-----	4.10 PM	-----	-----
AR CHATTANOOGA	-----	-----	-----	-----	7.40 PM	-----	-----
AR MEMPHIS	-----	-----	-----	-----	7.25 AM	-----	-----
AR NEW ORLEANS	-----	-----	-----	-----	11.20 AM	-----	-----

Through Pullman Sleepers to all points. NOTE On Sundays No. 9 leaves New York at 1.55 p. m., Philadelphia 4.20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO	-----	2.45 AM	3.30 PM	10.25 AM	-----	-----	7.00 PM
LV TOLEDO	4.55 PM	-----	-----	-----	-----	-----	-----
LV COLUMBUS	8.55 PM	-----	-----	6.00 PM	-----	-----	-----
LV WHEELING	-----	-----	-----	12.25 AM	-----	-----	-----
LV PITTSBURG	-----	-----	8.05 AM	-----	9.00 PM	-----	12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM	-----	-----	-----	-----	-----
LV LOUISVILLE	2.15 PM	8.15 AM	-----	-----	-----	-----	-----
LV INDIANAPOLIS	-----	7.55 AM	-----	-----	-----	-----	-----
LV CINCINNATI	6.35 PM	12.05 PM	-----	-----	-----	-----	-----
LV NEW ORLEANS	-----	-----	-----	-----	-----	5.30 PM	-----
LV MEMPHIS	-----	-----	-----	-----	-----	8.00 PM	-----
LV CHATTANOOGA	-----	-----	-----	-----	-----	8.30 AM	-----
LV KNOXVILLE	-----	-----	-----	-----	-----	12.05 PM	-----
LV ROANOKE	-----	-----	-----	-----	-----	10.45 PM	-----
AR WASHINGTON	1.05 PM	6.47 PM	4.50 PM	11.55 AM	6.35 AM	7.30 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.45 AM	1.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE. PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOLID
VEHICULED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. Parlor Car Philadelphia to Washington.
- No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington, on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS BALTIMORE & OHIO RAILROAD

JOHN K. COWEN, OSCAR G. MURRAY,
Receivers, Baltimore, Md.

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W. H. LEAS, Treasurer	C. W. WOODFORD, Secretary	Baltimore, Md.

ACCOUNTING DEPARTMENT.

H. D. BELLEFAY, Comptroller	J. M. WALKINS, Auditor of Revenue	Baltimore, Md.
Geo. W. BOOTH, Gen. Auditor	A. E. DENTLEY, Auditor of Disbursements	Baltimore, Md.

OPERATING DEPARTMENT.

WM. M. GREENE, Gen. Manager W. F. MANNING, Chief Engineer THOS. FITZGERALD, General Superintendent Main Stem Philadelphia and Pittsburg Divisions, Baltimore, Md. WM. GIBSON, Assistant General Superintendent Main Stem Philadelphia and Pittsburg Divisions, Pittsburg, Pa. J. VAN SMITH, Gen. Superintendent New York Division Foot of Whitehall Street, New York. J. M. GRAHAM, Gen. Supt. Trans-Ohio Divisions, Chicago, Ill. D. F. MARGENTHAU, Supt. of Transportation, Baltimore, Md. HARVEY MITCHELL, Gen. Supt. Motive Power, Baltimore, Md. L. N. KATZBACH, Supt. Motive Power Lines East of Ohio River, Baltimore, Md. W. H. HARRISON, Supt. Motive Power Lines West of Ohio River, Newark, O. DAVID LEE, Eng'r Maint. of Way Lines West of Ohio River, Zanesville, O.	E. W. GRIEVES, Superintendent Car Department, Baltimore, Md. C. C. F. BENT, Supt. Philadelphia Division, Philadelphia, Pa. JOHN E. SPURLOCK, Supt. Balt. Div. Main Stem, Baltimore, Md. R. M. SWEATS, Supt. Western Div. Main Stem, Gratton, W. Va. THOS. C. PRINCE, Supt. Harper's Ferry and Valley Division, Winchester, Va. F. A. HUSTED, Superintendent Middle Div., Cumberland, Md. J. S. NOBBS, Supt. Connellsville Div., Connellsville, Pa. JOHN BARON, Superintendent Pittsburg Div., Pittsburg, Pa. J. H. GLOVER, Supt. Ohio and Midland Divisions, Newark, O. P. C. SNEED, Superintendent Chicago Division, Garrett, Ind. J. T. JOHNSON, Superintendent Akron Division, Akron, O. CHAS. SELDEN, Superintendent Telegraph, Baltimore, Md.
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PURCHASING DEPARTMENT.

E. H. BANKARD, Purchasing Agent	J. W. FRANKLIN, Fuel Agent Lines West of the Ohio
CHAS. FRICK, Fuel Agent Lines East of the Ohio River	River, Newark, O.
Baltimore, Md.	

TRAFFIC DEPARTMENT.

PASSENGER.

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FREIGHT.

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MILEAGE

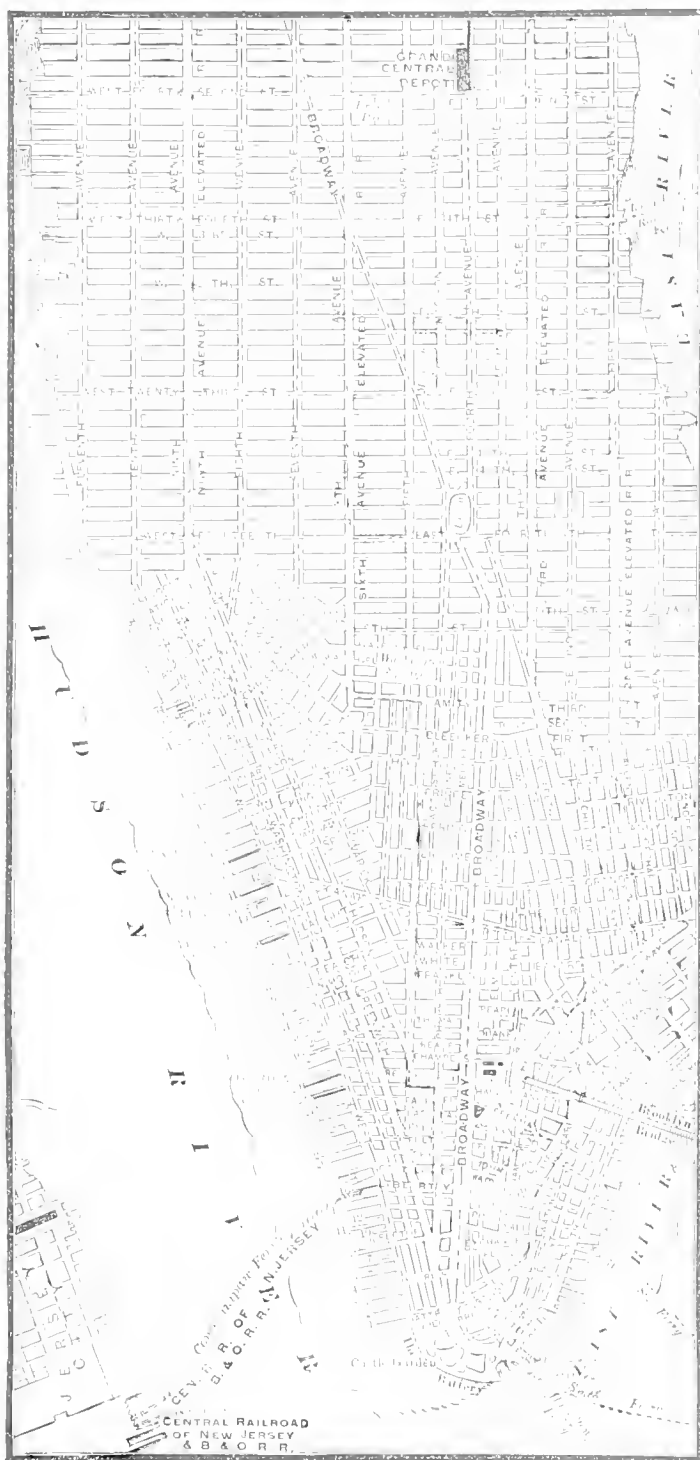
MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1 309 68
TRANS OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2 083 93

[illegible]

[illegible]

Station	Agent	Class of Agency	Division	Population	Station	Agent	Class of Agency	Division	Population
Statler Mine	Pa.	Walser's	Ohio
Statton Islandlet	N. J.	Warning	Md.
Stauffer	Pa.	Warnock's	Ohio	Wm. Warnock Jr.	F T	C O
Steinhilber	Md.	Warwick	W. H. Ruck	F T	Akron
Stephens City	Va.	C. A. Shannon	F T	Valley	600	Washington	D. C.	E. J. Shumatt	F
Stephenson	F. C. Grove	F T	Valley	"	H. P. Merrill	T C
Stepney	Md.	"	H. R. Howser	T C	619 Pa. Av.
Sterling	Ohio	W. L. McDonald	F T C	Akron	"	J. Lewis, Jr.	T C
Sterling Mines	Pa.	Washington	Pa.	M. DeVaughn	F	Pitts.
Sterrett	Va.	"	A. W. Tibby	T C	18,000
Stewart	W. Va.	Washington	W. Va.
Stewarton	Pa.	Wash. C. H.	Ohio	W. P. Barnes	F T C	Midland
Stonestown	H. E. Berkobill	F T	Pitts.	500	Wash. Grove	Md.	H. P. Hill	F T
Strasburg June	Va.	C. W. Spengler	F T C	Washington Jet	W. F. Harrison	T	Balto.
Stroh's Siding	W. Va.	40	Washington Union	100
Sugar Hill	Pa.	Stock Yards	D. C.	E. B. Evans	F	Phila.
Sugar Loaf	Md.	Watersville	Md.	X England	F T	Balto.
Sullivan	Ohio	L. H. Millikin	F T	Akron	500	Watson	Pa.	J. C. Russel	F T
Suman	Ind.	W. A. Clifford	F T	Chicago	25	Watson town	Pitts.
Summit	Ohio	W. W. McMillan	F T	C O	Watts
Summit	Pa.	Wawaseo	Ind.
Summit Point	W. Va.	L. B. Farnsworth	F T	Valley	150	Waychoh	Pa.
Suter	Pa.	A. J. Kelly	F T	Pitts.	800	Wayshoro	W. J. C. Jacobs	T C
Swan Creek	Ma.	Webster	W. Va.	A. Brown	F T	P & W
Swanton	A. Fairall	F T	P & W	80	Welch	Thos. Maxwell	F T
Sykesville	J. W. Floyed	F T	Balto.	800	Welker	Ohio	J. J. Lower	F T
Syracuse	Ind.	H. W. Buchholz	F T C	Chicago	900	Wellan's	Chicago
					Wellshoro	Ind.	H. B. Card	F T C	Chicago
T					Wells Siding	W. Va.
Takoma Park	D. C.	C. M. Dickerson	F T	Balto.	1,400	Wells Creek	Pa.
Taylor	Pa.	West Alexander	S. M. Bell, Jr.	F T	Pitts.
Taylorstown	C. H. McNutt	F T	Pitts.	1,000	West Broad St.	Ohio	A. J. Taylor	F T
Tecumseh	Ind.	C. A. Lemert	F T	Chicago	160	West Baltimore	Md.	Midland
Terra Alta	W. Va.	J. R. Walker	F T	P & W	800	West Chester	Pa.	J. W. Andrews	T C
Terra Cotta	D. C.	West End	W. Va.
Texon Siding	W. Va.	West End	Pa.
Tharage	Pa.	West Meyersdale
Thomas	H. N. Thomas	F T C	P & W	100	Westminster	Md.	J. H. Kiehlton	T C
Thonport	Ohio	W. J. Smith	F T	St.sville	400	West Newton	M. B. Mara	F T C
Thorton	W. Va.	W. J. Painter	F T	P & W	150	Weston	W. Va.	H. W. Lightburn	T C
Tiffin	Ohio	A. J. Bell	T C	West Overton
Timber Ridge	Va.	W. M. Chittum	F T	Valley	12,000	Westport	Md.
Timbertville	West Salisbury	Pa.	M. F. Eiley	F T C	Pitts.
Timisman	Pa.	West Siding	W. Va.	1,000
Tip Top	West Union	B. H. Maudsley	F T	P & W
Toll Gate	W. Va.	B. B. Martin	F T	P & W	West Va. C. Jet	600
Triadelphia	West Va. & Pitts.
Trinidad	D. C.	West Vough	Pa.
Triplet	Va.	Wexvorton	Md.	F. Garba	F T	Middle
Tri Mill	Pa.	Wheeler
Tri Mill	Pa.	Wheeling	W. Va.	F. C. Burke, City	T C	P & W
Tunnel	"	John Bailie	T C	40,000
Tunnel No. 2	"	J. K. Graham	F
Tunnel Siding	White	Pa.
Tunnelton	W. Va.	A. J. Bonafield	F T	P & W	White Hall
Turks	Pa.	Whittings	Ind.	J. K. Van Sickle	F	Chicago
Tuscarora	Md.	P. S. Fisher	F T	Metro.	Willong	W. Va.
Twin Oaks	Pa.	Mrs. F. B. Mullins	F T	Phila.	25	Williams	Pa.	H. W. Ware	F T
Tyconell	W. Va.	Willard's Siding	Pitts.	200
Tyone	Pa.	Willow Street	J. C. Tucker	F T	Pitts.
					Willow Creek	Ind.	H. E. Sanders	F T	Chicago
U					Willow Grove	Va.	25
Uffington	W. Va.	J. S. Watson	F T	Pitts.	75	Wilmington	Ohio	Henry Grantham	F T C
Union	Ohio	L. C. Norris	F T	C O	75	Wilmington	Del.	H. A. Miller	T C
Union Center	Ind.	J. N. Love	F T	Chicago	40	"	J. F. Higgins	F
Un. Planting Mill	La.	"	Phila.	75,000
Union Stock Yds	Ill.	E. O. Burton	T	Chicago	Wilson	W. Va.	P & W
Uniontown (Ana-	Wilson	Pa.
costh)	D. C.	F. W. Roberts	F	Phila.	Wilson	Md.
Uniontown	Pa.	W. C. Black	F T C	Pitts.	10,000	Wilson's	Ind.
University Sta.	D. C.	W. A. Keys	F T	Balto.	Winchester	Va.	T. B. Patton	F T C
Upland	Pa.	Mrs. M. A. Terry	T	Phila.	Wolf Summit	W. Va.	M. Dolan	F T
Urban rest	Ohio	Woodbine	Md.	A. Owings	F T	P & W
Urbana	Pa.	J. E. Schrook	F T	Pitts.	500	Wooddale	Del.	John Conner	F T
Urtica	Ohio	W. C. Alsdorf	F T C	Lk. Erie	1,000	Wooddale Quay	Balto.
					Wood	Md.	200
V					Woodell	Pa.
Valley Falls	W. Va.	John Bradshaw	F T	P & W	50	Wood Siding	Md.
Valley Mines	Pa.	Woodside	J. E. Bowman	F T	Balto.
Vannatta's	Ohio	Sam'l D. Lyons	F T	Lk. Erie	Woodstock	M. F. Quill	F T
Van Elderber	Md.	J. J. Sullivan	F T	Phila.	Woodstock	Va.	Balto.
Vance	Pa.	Woodstock	700
Vance	W. Va.	Woodville	Ind.	F. H. Cole	F T	Chicago
Van Sickle	Pa.	Wooster	Ohio	C. W. Kisting	F T C	C O
Vanderweyde	W. Va.	J. E. Billmeyer	F T	Balto.	100	Wortman Run	Pa.	6,000
Vanderweyde	Va.	W. Overton
Vermont	Wyland	C. J. Shutter	F T	Pitts.
Versailles	Pa.	J. H. Harkness	F T	Pitts.	1,000	Y			100
Vierth	Md.	Yates	W. Va.
Victoria	Pa.	Yoder	Pa.
Vienma	York	Ind.
Volcano	York	Pa.	J. A. Dale	T C
Volcano Jet	W. Va.	Geo. Swearingen	F T	P & W	Yorklyn	F. H. Dennison	F T
					Yough	Pa.	Phila.	300
					Younes
					Youngstown
					Youngstown Jet
W					Z				
Wade Siding	Pa.	Zanesville	Ohio	J. H. Lee, Depot	T C	C O
Wadesville	Va.	F. R. Loran	F T	Valley	200	"	J. G. England	F T	C O
Walker	W. Va.	L. Robinson	F T	P & W	75	"	A. C. Richards	F	C O
Walker ton	Ind.	C. L. Johnson	F T C	Chicago	1,500	Zartman's	30,000
Wallace	Pa.	Zediker	Pa.

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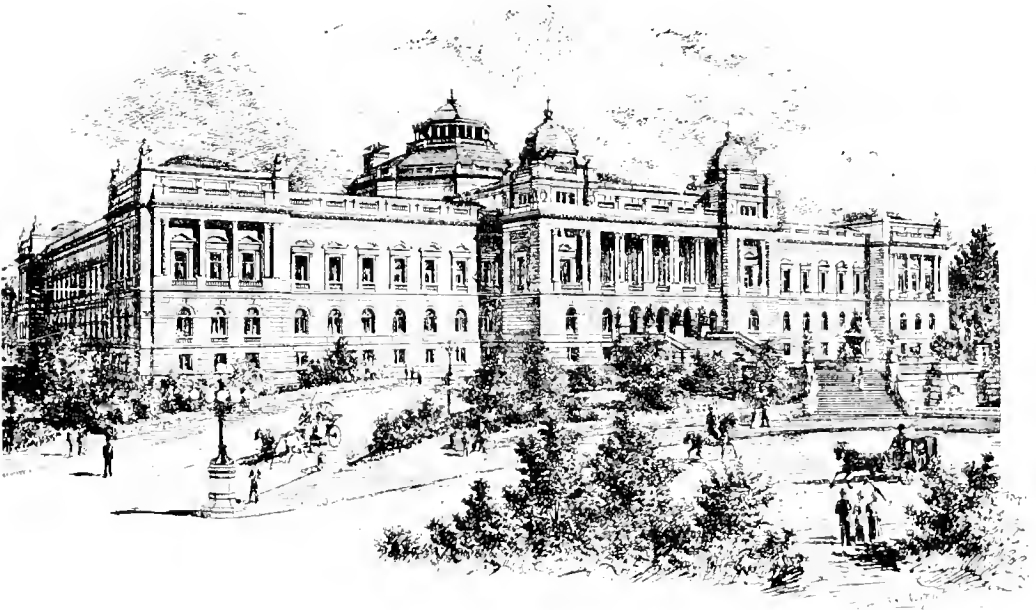
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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, JANUARY, 1898.

No. 4

MY SPECTRAL ANNIVERSARY.

FIFTEEN years ago to-night'—Why do these sad and fearful memories, with fiendish persistence, celebrate the anniversary of the one ghastly tragedy in my life? With constricted heart I sit here in my big easy chair, the smoke of my cigarette slowly thickening the atmosphere of the small sanctum, meditating over the disastrous finish of that memorable year's work. As the mental spectres pass before me, act by act, a shuddering horror creeps into my heart, and I hear, with almost as vivid reality as on the day of its occurrence, the fatal crack, crack, crack of a Winchester, and see, with blanched face, two of my comrades through three years of pleasure and hardship, sink backward into the boat—one never to speak, and the other only to murmur, "Colin, he hit me; I am going to die." It overpowers me, and I rise from the chair in terror and hurriedly raise the shade of the window and gaze out upon the wet and slippery street; the peaceful homeward-scurrying pedestrians bring ease to my high-strung nerves.

Perhaps this is not the way to tell a story properly, but I am unstrung to-night, and the perpetration of that dastardly outrage in a so-called civilized country so shocks me whenever I dare dwell upon it that I forget the reader and the logical sequence of the tale.

It was while prosecuting government work on the Atlantic coast-line southward from the capital of the United States, that two of my party so tragically lost their lives, owing to my almost criminal negligence in not carrying the proper weapons of defense. I may say in self extenuation that it had been my custom in all previous field research to go pretty constantly armed, rather mod-

estly in the East, with only a gun in my hip-pocket and a rifle conveniently handy, but out in the far West—my native country I carry my six-shooter openly, strung to a formidable array of brass cartridges buckled around my waist. It is not in the least my wish to convey the impression to the reader that I am an aggressive or blood-thirsty man, but merely to point out to him the moral and persuasive influence of a good gun in preventing evil-disposed persons from doing you bodily injury. Truthfully, I do not believe that I could hit a man if I tried, for I am not clever on the draw, and then I should feel some compunction in trying, it is, nevertheless, a great comfort to feel that you are armed, and to sit and speculate on what you would do if a highwayman held you up, or some prowling thief came round the camp at night.

There were eight members of the party, all hard-working, earnest young fellows struggling for scientific fame, and all Easterners with the exception of myself, who constantly ridiculed me for carrying arms in such a gentle country, as they were pleased to call it. It was all right to call it a gentle country, and one where field men never got into trouble. I never contradicted their statements; the carrying of arms was simply the habit of years, strong upon me for I never felt quite clothed without my pocket armament. For two years of this coast work I withstood their on-slaughts of fun, jeers and criticism, until, thick-skinned and Scotch as I am, it made enough impression to cause me to doubt the advisability of longer carrying weapons. I gave up carrying a pocket piece, and my rifle was oftener left in camp than carried in

the sail-boat with us, for from necessity we worked by water. For several months I felt like a poor defenseless man, and I could not resist croaking at the rest of the men over and over again, saying, "You fellows will find out some day that you will need a gun," to which they invariably replied with a laugh something about that man "who lived to fight another day."

My prophecy was fulfilled at last, for the tragedy came near the end of a long hard field season, just as visions of civilization, happy homes and sweet-hearts were revolving in our heads, with problems in trigonometry and triangulation. Our hearts were quite stampeded by a wild desire to get back home; a tremendous longing which fills every man's soul who has lived for months in camp and suddenly realizes that he is almost ready to be translated from the roughness of outdoor life and the camp kitchen to the gentle and softening influences of conventional culture and delectable dinners in courses.

How dear to the heart of man is the feeling that he may be wild and free; that he need only wash his face and hands once a week, if he likes, or that he may go around in a woolen shirt and no coat at his own sweet will; but how infinitely dearer is the overpowering sensation, after months of this life, that he is again near the realm of dress suits and starched linen.

We were working up one of those beautiful sequestered estuaries, in which the southern Atlantic coast abounds, where many of them penetrate miles inland before the head of tide-water is reached. This one was particularly fascinating, for it wound in and out, presenting to us at every bend new vistas and panoramas, each succeeding view seeming more charming than the former. No bold bluffs with hard outlines, but softly rounded hills, met the eye, with the waters running backward into rounded reentrants; then again the main stream was narrowed by the finely curved shore lines, and short spits of golden sand crowned their forward reaches. Heavy forests came down to the water's edge everywhere, with now and then a tree laden with long pendant mosses, whose pleasant grays intermingled and contrasted harmoniously

with the darker greens of neighboring foliage.

Out on the Atlantic a howling wind was blowing—the last throes of a mighty storm—but here the wind had lost its fierceness and had made love to the trees until it only caressed the sails of our tiny boat with a wayward fitfulness, almost as a fickle man might a woman he had loved before he found a dearer. The capriciousness of the zephyrs that day I remember were particularly in accord with my spirits, for I had given way to vain memories, and thought only of a fair creature, Ah! who so tenderly loved the world—and myself between times—but that is past. So it was but meet and fit that at one moment we were drifting quietly, without a ripple upon the water, and in the next scurrying ahead in imminent danger of capsizing. The thought would creep into my heart, how much happier it might have been, for one of us at least, if the waters had always been dimpled with smiles!

We had nearly reached the upper limits of navigation, for even our small boat, and were selecting a spot to go ashore, when to our astonishment a man appeared upon the beach, in this silent wilderness, a short distance to the left of the landing chosen. The helm was shifted enough to take us to him; it would have been far better if our little craft had not obeyed so readily. One of the poor fellows sprang to the rail and shouted, "Fine day, sir. I trust you are well? Where do you hail from? Are you shipwrecked?" at which we all laughed, but the man's face remained stolid and immobile, and by no objective demonstration did he give any indication that he had heard this half impolite pleasantry. When we were within fifty yards of the shore, however, he came to life and shouted in a deep bass voice, "Say! You' uns cawnt come ashore he'ah." He was promptly met with the response from his hailer in the bow, "Why not? We are Government officers, (throwing a hand upwards towards our little stars and stripes waving at the masthead) and we will go where we like," finishing the sentence in a nettled voice.

The inhuman wretch merely replied, "I'll be d——d if you do." and turned and ran up the bank into the woods a

few yards, apparently disappearing behind a natural embankment. Almost at the instant of his disappearance came the ringing report of his rifle, and Clifton, with a spasmodic shudder, clung to the mast a second, and then pitched heavily backward into the bottom of the boat, never again to speak. We all rose instinctively, and then came the second shot, Sheridan, who stood beside me, gasping, "Oh! Colin he hit me; I am going to die!"

I laid him down, noting the dimness of unconsciousness come into his eyes, the quivering of the eyelids and the wanness of the face, and wondering if like phenomena were exhibited in all dying men. My mind was staggered by the suddenness of the blow and dealt only with minutiae. The next crack of the rifle I heard only blankly, as I gazed in his dying face. It was only for an instant, of course; then came the stentorian howl of the boatman, "Lie down in the boat! Pull in that foresail," which brought me back to our surroundings and a just appreciation of the peril before us.

The sails were pulled in with a rush, and the boat heeled over until her rail was under water from the strength of a sudden flaw. To our terrified senses it seemed minutes before she got under headway, but when once she found a footing we fairly flew under the close-hauled sails: a good Providence held the wind strong until we were far beyond the range of bullets, and they skipped over the water harmlessly behind us. There would have been two happier homes to-day if their companions had been as merciful.

That murderous man, discovering that we were unarmed and had turned tail, dared to come down on the sandy beach, in open sight, and there poured a rain of rapidly pumped lead until his rifle's magazine was exhausted. As I watched him in the agony of passing

minutes, dodging downward at the flash of each shot, my soul made a solemn vow, that never again, as long as life remained to me, would I go unarmed. I could have killed that man with my heavy rifle then, for I felt cold and bloodless as an avenger. But that is all gone now, for years ago with a heart welling up with a mixture of hatred and joy, I saw him drop with sufficient force to break his neck, and conjectured, as he dangled in the air, whether *his* eyes became insensible and his eyelids drooped behind the black silk cap.

That is nearly all of the story, for why recall the sad memories of how we, men who had never before seen death, tenderly laid out our two boys in the tent that night, and carried them next day, side by side, in the bottom of our boat, some thirty miles to a steamer wharf, on the outside bay.

Even the rough and grimy wharfmen, who wheeled the plain boxes in rumbling trucks to the steamer's deck, brushed away the tears when they learned how two mothers' hearts were broken, and that one of them had loved a dear little girl with soft blue eyes and golden hair, who would never again greet him in life.

The murderer was one of a gang of moonshiners on whose territory we were ruthlessly encroaching. That one petulant remark of Clifton's about our being Government men provoked it all, for the prisoner, as he stood upon the dock, remarked, "If them durned fools hadn't scaared me with their Government bluff, I would not be he'ah to day." He thought we were Revenue Officers come to raid his stronghold, and he defended it. A posse of United States Marshals and Deputy Sheriffs captured, a week after our sad journey home, some eight manufacturers of illicit whiskey, and all of them with one exception are serving time in the penitentiary.

WILLIAM DINWIDDIE.



IN A JANUARY THAW.

ALL the world was dark and dripping,
And the skies were drear and dun,
And my soul was chilled within me,
For I longed to see the sun;
And the snow was soiled and sodden,
And the air was damp and raw,
When I met my dainty darling
In a January thaw.

First I chanced to see an ankle
In a gaiter, trim and neat,
And a silken skirt uplifted
As she crossed the muddy street;
Then a lip of laughing scarlet,
And a brow without a flaw,
And a cheek of summer roses—
In a January thaw.

There was ice upon the pavement,
And she slipped in passing by;
But I saved her, and she thanked me
In a manner sweet and shy,
And my pulses thrilled with pleasure
Ah, we neither of us saw
Cupid, with his bow and arrow,
In a January thaw.

Other lovers 'mid the lilies
In the dusk may plight their troth,
Or upon the moonlit beaches
By the ocean's foam and froth;
But my love and I together
By the same enchanted law
Pledged our hearts unto each other
In a January thaw. MINNA IRVING.

STORY OF THE CAPTURE OF HARPER'S FERRY.

IT is only a glance that the traveler obtains of John Brown's monument at Harper's Ferry as the train either starts on its journey over the mountains on its west bound course or comes down from the mountains on its way to the east. To many, the sight of the plain shaft is nothing new, but the interest is always the same. Now the accustomed traveler gazes from the car windows with renewed interest. Other monuments have been placed there commemorative of the great battles which were fought within the period of five days, for the possession of this natural gateway to the mountain passes.

Five iron tablets erected by the United States Government tell the story, in raised iron letters, of these battles. The tablets, like the leaves of an open book, invite the traveler to step from the train and read, and ponder over the exigencies of war as he speeds to destination. The story is briefly told on the tablets:

Tablet 1 reads as follows:

"September 10th, 1862, General R. E. Lee, commanding the army of Northern Virginia, then at Frederick Md., set three columns in motion to capture Harper's Ferry. Maj.-Gen. L. McLaws, with his own division and that of Maj.-Gen. R. H. Anderson, marched through Middletown and Brownsville Pass into Pleasant Valley. On the 12th the brigade of Kershaw and Barksdale ascended Maryland Heights by Solomon's Gap, moved along the crest and at nightfall were checked by the Union forces, under command of Col. T. H. Ford, about two miles north of this.

"Eight Confederate brigades held Weverton, Sandy Hook and approaches from the east. On the 13th Kershaw and Barksdale drove the Union forces from the Heights. Ford, abandoning seven guns, retreated across the pontoon bridge, a few yards wide, above the railroad bridge, to Harper's Ferry. The Union loss was 38 killed and 134 wounded; Confederates, 35 killed and 178 wounded.

"Brig.-Gen. James G. Walker's division crossed the Potomac at Point of

Rocks, 18 miles below Harper's Ferry, the night of September 10th, and on the 13th occupied Loudon Heights on the roads south of the river leading east and south."

No. 2 reads:

"Maj.-Gen. Thomas J. Jackson, with his own division and those of Maj.-Gen. A. P. Hill and R. S. Ewell, left Frederick on the morning of September 10th, and passed through Middletown and Boonesboro, crossed the Potomac at Williamsport, 21 miles north of this, on the afternoon of the 11th. Hill's division took the direct road to Martinsburg and bivouacked near it. Jackson's and Ewell's divisions marched to North Mountain Depot, on the Baltimore & Ohio Railroad, seven miles north of Martinsburg, and bivouacked.

"During the night Brig.-Gen. John White, commanding the Union forces at Martinsburg, 2,500 in number, abandoned the place and retreated to Harper's Ferry. Jackson occupied Martinsburg on the morning of the 12th, passed through it, and about noon of the 13th A. P. Hill's division in the advance, reached Halltown, three and one-fourth miles west of this, and went into camp. Jackson's and Ewell's division, following Hill's, camped near it."

Tablet No. 3 reads:

"Col. Dixon S. Miles, Second United States Infantry, commanding the Union forces at Harper's Ferry. After General White joined him from Martinsburg September 12th, and Colonel Ford, from Maryland Heights, on the 13th, Miles had about 14,200 men. On the morning of the 14th the greater part of the force was in position on Bolivar Heights, one and five-eighth miles west, its right resting on the Potomac, its left on the Shenandoah, artillery distributed along the line. Artillery and a small force of infantry occupied Camp Hill, nearly midway between this and Bolivar Heights. The cavalry was under partial cover of the irregularity of the ground.

"On the morning of the 14th Walker placed five long range guns near north point of Loudon Heights, and at 1.00 p. m. opened fire on the Union batteries

on Bolivar and Camp Hill, which was replied to. An hour later Jackson's artillery opened on Bolivar Heights from School-House Hill, and still an hour later McLaws opened from two Parrott guns, that he had succeeded in placing near the south extremity of Maryland Heights. This fire from three directions was continued until dark, silencing and dismantling some of the Union guns."

No. 4 says:

"In the afternoon of the 14th Jackson's division advanced its left, seized the commanding ground near the Potomac and established artillery upon it. Hill's division moved obliquely from Halltown to the right until it struck the Shenandoah, then pushed along the river: the advance, after some sharp skirmishing late in the night, gained high ground, upon which were some artillery. Ewell's division advanced through Halltown to School-House Hill and deployed about one mile in front of Bolivar Heights, bivouacking on either side of the Charlestown road. During the night the Confederates advanced on the right and left, gaining some ground, and 10 guns of Ewell's division crossed the Shenandoah at Key's Ford and were placed on the plateau at the front of Loudon Heights to enfilade the Union forces on Bolivar Heights.

"About 9.00 p. m. the entire Union cavalry, about 1,500 men, crossed the

pontoon bridge, passing up the bank about a mile, followed the mountain road near the river, crossed the Antietam near its mouth, passed through Sharpsburg about midnight, and escaped into Pennsylvania."

No. 5:

"At daylight September 15th, three batteries of Jackson's division delivered a severe fire against the right of the Bolivar Heights defenses. Ewell's batteries opened from School-House Hill in front. Hill's five batteries, on ground commanding the left of the line, and the 10 guns across the Shenandoah poured an accurate enfilade fire upon the left and rear of Miles' defenses. The artillery on Loudon Heights and the Maryland Heights joined in the attack. The concentrated fire of 56 guns was responded to by the Union guns, but in an hour, beginning to run short of ammunition, Miles raised the white flag in token of surrender. Soon after he was mortally wounded and the command devolved on General White, who completed the terms of capitulation by the surrender of about 12,500 officers and men and all the public property. Hill's division was left to parole the prisoners, while Jackson, with five divisions, marched to the field of Antietam. Exclusive of the loss of Maryland Heights, the Union loss was 9 killed and 39 wounded; Confederates 6 killed and 69 wounded."

IN MARYLAND.

IN Maryland, in Maryland,

All loves are warm as embers;
Her daughters' eyes, her daughters'
sighs,

How well my heart remembers!
And, oh, my love, from your dear mouth,
The while I touch your tresses,
To hear the cadence of the south,
Whose words are like caresses!

In Maryland, in Maryland,

The hours are made for suing,
And hearts are light and eyes are bright
With witcheries of wooing;
But oh, the skies are cold and gray
That northward sweep above you,
And maids have not learned how to say
As *she* can say "I love you."

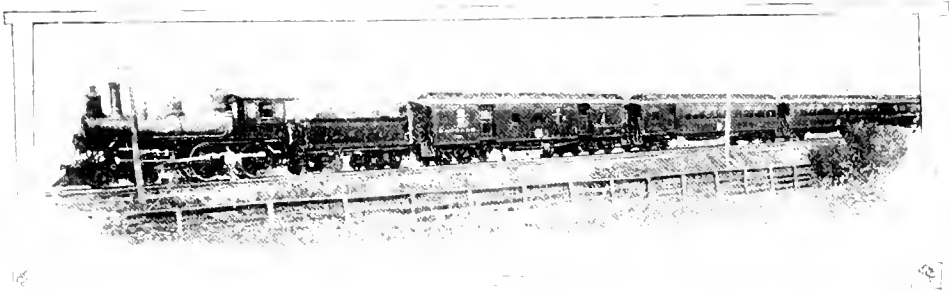
In Maryland, in Maryland,

To all my homeward yearning,
My heart goes forth from out the north,
To her enchantments turning;
And oh, the longing and the pain,
Her errant sons assailing,
At dawn in southern skies again
To see the gold stars paling!

In Maryland, in Maryland,

Awaits my lass so slender,
Till I shall haste to clasp her waist
And hear her greeting tender;
And oh, the bliss to steal a kiss,
Soft creeping up behind her,
In Maryland, in Maryland,
Returning home to find her!

GUY WILMORE CARRYL.



THEN AND NOW.

THERE are more believers to-day than there were yesterday, that the air-ship will be the rival of all other methods of transportation in the future. Be that as it may, we have only to turn to the files of daily newspapers published in this country since the year 1800, and be amazed at the strides of civilization and invention in a little more than fifty years.

The Baltimore & Ohio Railroad commencing the great battle for commercial activity in the "20's," to-day is fully equipping itself in new steel armor and modern weapons of commercial warfare, and using every new and worthy invention to promote advancement in the science of business. Looking backward to the daily newspaper columns of the "30's," after this road had established some business, there was printed in the Richmond, Va., *Enquirer*, under date of October 22, 1830, the following astounding statement of prosperity:

BALTIMORE & OHIO RAIL ROAD

The Fourth Annual Report concerning this great enterprise has just been made; and from its statements, the most sanguine anticipations seem to be indulged that the work will be accomplished, and when accomplished will be profitable. A semi-annual dividend is to be declared on the 1st of January next. The Report states these facts:

"The first division of the Road was opened for transportation of passengers on May 22d, 1830; but the preparation of the necessary cars was not completed till the early part of June following; from which time the traveling upon this division, including a distance of about thirteen miles, has been constant and uninterrupted; and on the first of October there had been received TWENTY THOUSAND AND TWELVE DOLLARS, although but a single track was completed and the company were not in a situation, until within a short time past, to undertake the transportation of any merchandise or produce, and are still unable to convey ONE-TENTH PART OF THE QUANTITY THAT IS OFFERED."

Under date of March 24, 1831, the same paper prints in detail the heavy tonnage of the Road, predicting that the daily increased tonnage would surely be the mother of some newer invention of transportation:

NEW TRIUMPH OF THE RAIL ROAD.

The load on the Baltimore & Ohio Railroad has been increased from one to TWO HUNDRED BARRELS OF FLOUR, and one horse has succeeded in drawing the whole. The particulars so interesting to all the Friends of Internal Improvement at this time, are thus detailed in the Baltimore *American* of the 21st:

"The experiment of the transportation of TWO HUNDRED BARRELS OF FLOUR with a SINGLE HORSE, was made on the Railroad on Saturday with the most triumphant success. The flour was deposited in a train of eight cars, and made, together with the cars and passengers who rode on them, an entire load of thirty tons, viz:

200 Barrels of flour,	-	-	20 tons
8 cars,	-	-	8 "
Passengers,	-	-	2 "
			30 tons

"The train was drawn by one horse from Tillcotts Mills to the Relay House, six and a half miles, in forty-six minutes. The horse was then changed, and the train having set out, reached the Depot on Pratt Street in sixty-nine minutes—thus accomplishing the thirteen miles in one hour and fifty-five minutes, or at the rate of six and three-fourths miles per hour. The road between the Relay House and the depot is a perfect level, except at the three deep excavations where an elevation of seventeen to twenty feet per mile has been resorted to for the purpose of drainage. The horse, except at the points just alluded to, brought the train along at a moderate trot and apparently without any extraordinary labour; he is not remarkable, and was not selected for any peculiar powers of draft, and had performed a regular trip outwards on the morning of Saturday. A numerous concourse of citizens and strangers witnessed the arrival of the train at the Depot, and although they looked for the accomplishment of the experiment as a matter of course, many of them were nevertheless, unable to refrain from loudly testifying their admiration at the ease and celerity with which it was effected. It is, we believe, only a week ago that we noticed the fact of the transportation of seventy-five barrels of flour by one horse, as a circumstance worthy of remark in comparison with the number of horses required

for the conveyance of a load of a few barrels over a turn-pike road. The experience which we have detailed above shows, that on Saturday a single horse drew three times as large a load; and there is no doubt that horses could be found who could with the same ease transport a load of three hundred barrels. And if such results as these can be accomplished by the power of a single horse, who will undertake to calculate the capacity of our railroad, either for heavy transportation or great rapidity, or both combined, when locomotive engines of the most improved construction constitute the moving power."

If the writer of that article should have mentioned electricity as a power for the movement of trains, he would no doubt have been laughed at by his fellow editors who were not so foresighted. Since then steam has been tried in nearly all of its various forms in locomotion. The great engines which now can haul trains of perhaps 1,500 tons, not counting their own weight, and at the rate of thirty-five to forty miles per hour, would, perhaps, have staggered even this prophetic editor. Then what would he have thought should he have seen one of the ninety-six ton electric locomotives of the Baltimore & Ohio Railroad of to-day gliding gently up to the loaded freight train of forty-five cars, with a great mogul engine and pusher, coupling on and with but little effort, no violent puffing from a smoke-stack, no cloud of smoke or shower of cinders, steadily pulling this great weight up a heavy grade and over a hill with no noise of machinery of any kind.

Now as to speed, we quote from the

American Railroad Journal, of January 7, 1832:

From the experiments made upon the Baltimore and Ohio Railroad, there is no reason to doubt but that the travelling on it may at least be safely carried at the rate of from 12 to 15 miles per hour, by the aid of steam power, and that passengers may be conveyed from Baltimore to the Ohio river within from 24 to 30 hours, at all seasons of the year.

[The above item is taken from the report of Mr. P. F. Thomas, President of the B. & O. R. R. to the Governor of the state of Maryland, dated Dec. 20th, 1831.—EDITOR.]

"Twelve to fifteen miles an hour."

The average man nowadays is invariably loud in his denunciation of a railroad which carries him to his business at less than forty-five miles an hour, and expects sixty miles an hour when he is on a limited. Again quoting from the same *Journal* of February 18, 1832, we find a daily report of tonnage.

TRANSPORTATION ON THE BALTIMORE AND OHIO RAILROAD, MONDAY 13th, FEBY, 1832.

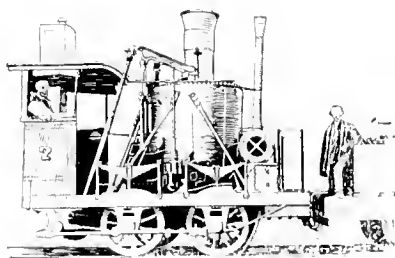
Arrived 68 wagons containing,

Flour,	- - -	872 Barrells.
Leather,	- - -	40 Bundles.
Soap Stone,	- - -	2 Tons.
Granite,	- - -	38 Tons.
Wood,	- - -	42 Tons.

Departed 59 wagons with Lumber, plaster, bricks, Groceries, Merchandise, Coal &c.

Passengers arrived 44—departed 37.

To give a daily report of tonnage to-day is a matter of absolute impossibility, but some idea of comparison can be obtained from the total tonnage carried by the B. & O. for the fiscal year ending June 30, 1897, which was approximately 19,000,000 tons.

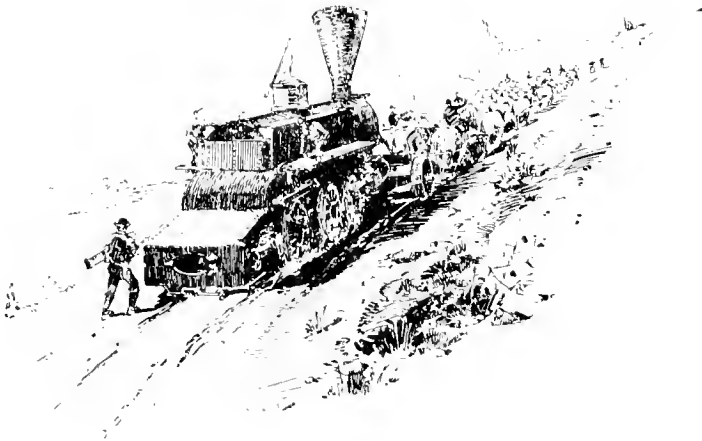


STEALING RAILROAD ENGINES.

[Copyright 1895 The S. S. McClure Co.]

AMONG the earliest and most perplexing problems that confronted the Confederate leaders in the civil war was that of railroad transportation. The territory controlled by them at the beginning of the struggle—roughly speaking, that lying south of the Potomac—was threaded by numerous railways, the equipment of which was fully equal to the requirements of peace traffic; but when war came and there were masses of men, horses, food, ordnance and

The plan based on the axiom that "all is fair in love and war," was nothing more or less than that of seizing the rolling stock of a northern road and appropriating it to use on the southern lines, which included the Raleigh and Gaston, from Raleigh, North Carolina, to near Petersburg, Virginia; the North Carolina Central, from Raleigh to Charlotte, North Carolina, and the Virginia Central, from Gordonville, Virginia, to Richmond.



ammunition to be moved, the lack of sufficient rolling stock became at once apparent. The southern railroads had a few shops, it is true, but their combined facilities were not equal to the manufacture of half the rolling stock needed. Where were the much-needed locomotives, cars and machinery to come from? European markets were out of the question and northern shops equally so, for obvious reasons, even supposing that the requisite funds had been forthcoming. Invention, lashed by stern necessity, soon found a way out of the dilemma, at once simple, bold and effective, though not unattended with difficulty and danger.

The successful carrying out of this scheme forms a unique and exciting chapter, which has been but little touched upon by war historians. It is the purpose of the present article to describe this remarkable movement or rather series of movements (for the accomplishment of the plan covered nearly two years), and it is believed the recital will prove highly interesting news to the readers of this generation.

In June, 1861, the Confederate forces under General Joseph E. Johnston, occupied Harper's Ferry, controlling the Baltimore and Ohio railroad from Point of Rocks, a few miles south of Harper's Ferry, to a considerable distance west

of Martinsburgh. The Union forces under General Patterson, were between the Potomac and the Pennsylvania line. Smiling fortune could hardly have fashioned a situation more favorable to the plans of the Confederates, covetous of northern locomotives, for right between the hostile lines, and yet generally within the grasp of the southern forces, ran the Baltimore and Ohio railroad, a prosperous trunk line of standard gauge, extending from Baltimore to St. Louis and completely equipped with first-class rolling stock, while at Martinsburgh, only thirty-eight miles from the nearest southern railroad, and but eighteen miles from Winchester, which the Confederates at that time held without dispute, was the terminus of one of the divisions of this trunk line, with shops and roundhouse, a point of assembly and distribution for cars and engines.

Getting possession of this coveted material was but a matter of protecting skilled workmen while they vanquished mechanical difficulties. That these difficulties were by no means small will be seen from the statement that the sole means of transporting the prizes from Martinsburgh, the point whence most of them were taken, to Strasburgh, Virginia, where they could be placed on the tracks of the Manassas Gap railroad, was by way of Winchester over a turnpike.

It is generally conceded that the idea of taking the Baltimore and Ohio rolling stock originated with Colonel Thomas R. Sharp, at the time of the occurrences narrated captain and acting quartermaster in the Confederate army. He was a civil engineer by profession and a thorough railroad man, self-reliant and resourceful. Most of the facts given are obtained from J. E. Duke, now residing in Cumberland, Maryland, and in 1861 Colonel Sharp's confidential clerk. Mr. Duke, who enlisted in the army from Jefferson County, Virginia, was detailed for duty in the quartermaster's department, was present when some of the locomotives were taken and was more or less identified with the entire movement. His memory has been refreshed and his facts substantiated from other sources when thought necessary.

The necessity for obtaining the railroad material in the manner described

created a special organization, entirely separate and distinct from the military, though, of course, co-operating with them, and which, while working under authority of the quartermaster general's office at Richmond, might have been christened the "railroad corps." The part taken by the military in the locomotive seizures was merely that of furnishing protection. The armed forces invested and picketed the country and left the railroad men free to operate.

In speaking of the Baltimore & Ohio as a "Northern" road, the term is used broadly, as distinguishing the line from those lying entirely within what was at that period of the war a Confederate territory. Geographically speaking, a good portion of the road traversed the border between the military North and South. It was frequently in the hands of both armies, though the Confederates inflicted nearly, if not all, the damage upon the road during the struggle.

In June, 1861, "Stonewall" Jackson, acting under the orders of General Johnston, went to Martinsburgh and burned a number of cars and engines belonging to the Baltimore and Ohio road. The locomotives were but slightly injured (only the woodwork having been damaged), and were among those afterward carried off by the "railroad corps."

The first capture of locomotives took place at Martinsburgh on a bright morning in July, 1861. Everything having been previously arranged, the forces selected to do this work, consisting of about thirty-five men, including six machinists, detailed from the ranks, ten teamsters and about a dozen laborers, left Winchester before daybreak and proceeded by the pike to Martinsburgh. They were under the immediate charge of Hugh Longust, an experienced railroad man from Richmond. Forty horses, hired and where necessary impressed from the farmers in the rich valley, and in some cases driven by their well-to-do owners, formed a highly picturesque feature of the expedition. They were to furnish the motive power. Fine specimens of horse-flesh they were; big, brawny-limbed, well-fed and in the very pink of condition for draught work. They would need all their strength before the day was over, for there were some trouble-

some hills along the route over which the ponderous iron horses were to be pulled. Upon arrival at Martinsburgh, Mr. Longust, a swarthy, wiry little man, looked about him until his eye fell upon a big locomotive standing on a side track near the roundhouse.

"That's the fellow we've got to begin on. Go in, boys!" he shouted.

And then the skilled men and laborers began to work, using all expedition possible, for no one could say how soon they might be interrupted by the enemy. First, the tender was uncoupled, then the engine was raised by means of jackscrews and stripped of all the parts that could be removed, such as side and piston rods, valves, levers, lamps, bell, whistle and sandbox. All the wheels were taken off except the flange drivers at the rear. The stripping was done to lighten weight, secure greater ease in handling and for the better preservation of the running gear.

When this work had been completed, what had a few minutes before been a splendid iron Pegasus, was a helpless, inert mass; a mere shell, deformed and crippled, and ready to submit to any indignity, even to that of being hauled over a country road by the flesh and blood horses whose office it had so long usurped.

The next step was to swing the prize around until it hung poised in the air at right angles with the tracks and to replace the missing forward wheels with a heavy truck, made especially for the purpose, furnished with iron-shod wooden wheels, and fastened to the engine's bumper by an iron bolt serving as a linch pin. When the jacks were removed the engine rested on the flange drivers and the wheels of the truck. A powerful chain formed the connecting link between the locomotive and the team of horses. This chain was fastened to the single, double and "fou'ble" trees, by means of which the horses pulled. The arrangement was very ingenious and insured steady and united effort. The horses went four abreast and the forty, when strung along in pulling position, covered the entire width of the road and over 100 feet of its length. Probably no similar team had ever before been seen on an American road.

When all was in readiness a teamster mounted the end of each four. Longust gave the signal, the cracks of ten whips rang out and the locomotive's novel trip was begun. The offstart was merry and inspiring enough to such of the townspeople as happened to be in sympathy with the movement and to the small boy who was as usual present in force, it was an event keenly enjoyed and long to be remembered, an experience to be treasured along with that of donning his initial pair of long trousers; but to the sturdy band of workers who had the prize in charge, the trip was anything but a holiday jaunt.

The time made varied according to state of the weather and the roads, the condition of the teams and various other causes. Sometimes the whole distance to Winchester, eighteen miles, was made in a single day, while at others only three or four miles would be covered in the same time. The average time of the entire trip was three days to Strasburgh, thirty-eight miles south of Martinsburgh. Often the macadam covering of the road would break through under the unwonted weight and let the iron monster down into the soft earth. Then there was hustling. The indispensable jackscrews came into use and timbers were placed under the wheels until after, perhaps, an hour's work a fresh start could be made. On levels, where there was good, solid road and all went well, the teams proceeded at a fast walk; up the hills they generally went faster, because it was only by a good running start that they could get to the top at all. As it was, the big horses had to strain every muscle in ascending the grades.

Before the first trip was made a prospecting party went over the route and examined the bridges on the line of the pike. In most instances these were not equal to supporting a heavy locomotive and it was necessary to go into the woods, cut timber and strengthen them for the unusual burden.

One of the hardest problems to solve was that of regulating the speed in descending hills. Just what the cyclist does for his wheel with his little spoon-shaped brake, the men in charge of the locomotive did for that unwieldy mass of iron, for had it once got beyond con-

trol on a sharp down-grade, nothing could have saved the horses or anything else that happened to be in the way. After considerable experiment and thought, the all-useful jackscrew was again called into requisition and used as a brake, being fastened to the engine frame and placed sidewise against the drive wheel and tightened or loosened as the necessity arose by a man who rode on the engine. It is hardly needful to add that this man's position was no sinecure.

The tenders were conveyed to Strasburg in the same manner as engines, eight horses being employed to the team. Cars were not so much in demand as engines, but a number of these were taken in the same manner. They were not only used afterward for transporting war supplies on the southern roads, but served the immediate purpose of carrying the detached portions of the locomotives.

When the engines reached Strasburg they were placed on the tracks of the Manassas Gap road, which had the same gauge as the Baltimore & Ohio—five feet, eight and a half inches—by the process employed in taking them from the rails at Martinsburgh, and the tenders having been attached, they were hauled, by means of other steam power, over the road mentioned and the Orange & Alexandria and Virginia Central roads to Richmond, the detached parts remaining in the cars. At Richmond they were assembled and kept until all had been brought from the line of the Baltimore & Ohio. Nearly a year was occupied in conveying the seized locomotives, nineteen in all, from the Baltimore & Ohio to Richmond, most of them coming from Martinsburgh, though a few were taken from Harper's Ferry and Duffields. The reason so long a period was covered in the collection of the seized stock was that the Baltimore & Ohio road was not continuously in the possession of the Confederates. Sometimes, by the fortunes of war, they were driven south of the Potomac and when, perhaps, after months of skirmishing, they regained the lost ground, the interrupted work of conveying the rolling stock was patiently and systematically resumed. Two or three of the locomotives which were started out of

Martinsburgh on the pike never got to Winchester, the Union forces having suddenly appeared upon the scene and driven off the party engaged in hauling them. The attempt to convey them to Strasburg was never renewed and they stood by the pike between Martinsburgh and Winchester until recovered by the Baltimore & Ohio people at the close of the war, somewhat the worse for their exposure to the elements, but still capable, after repairs, of doing good service.

Some of the engines were the long, lean freight haulers of the day: some were passenger locomotives, but the majority were of the now-vanished "camelback" type, designed by Ross Winans of Baltimore. These "camelbacks" were sturdy pullers, and did excellent service in their time, but they were marvels of ugliness. The cab was perched on top of, and well to the front of the high boiler, and the engineer stood almost over the front wheels. In Blind Tom's pianistic description of the "Battle of Manassas," he used to imitate, with that robust voice of his, the whistle of a "camelback," and wierd and blood-curdling as was the sound emitted from his lips, it was but a faithful reproduction of the original.

Now and then the squad in "turnpiking" the engines, found it advisable in view of information received from scouts, to retire at night to Bunker Hill, a point well within the Confederate lines, to avoid the risk of capture, returning early next morning to resume operations. The loss of one of the skilled men would have been a far more serious affair than that of a private soldier, who was merely a fighter, or, perhaps, even than that of some of the commissioned officers. Notwithstanding the length of time over which the operations extended, and the frequent proximity of the Union forces, there was never as much as a skirmish. To carry off bodily such a great mass of heavy material from points at intervals within the clutch of the opposing forces, without the loss of a single man, was indeed a remarkable feat.

The last time the "railroad corps" handled one of the captured locomotives was in the spring of 1862, when the Confederates evacuated Manassas

just after the Second Bull Run. At that time the "198," a "camelback," and the last of the engines to be taken from Martinsburgh, was at Strasburg ready to be conveyed by the way of railroads to Richmond. The sudden move of the army rendered this impossible, as the direct route to the capital had been cut off; so the night of the evacuation the railroad force were ordered to get that "camelback" to Richmond by the only route left open, namely, the very circuitous one by way of Mount Jackson and Staunton. Accordingly, the "199," which had already cost so much time and trouble, was put on the tracks of the Manassas Gap railroad and taken to Mount Jackson, a distance of twenty-five miles, and thence by team over the pike, a matter of seventy miles more, to Staunton, where it was again placed on the rails, this time those of the Virginia Central, and hauled to Richmond. The trip occupied about four days, and the movement was the most hurried and exciting of the series. Many bridges had to be strengthened en route, and in crossing some of them it was found necessary to substitute a block and fall for the horses. Staunton was reached early in the morning, and though it was scarcely daylight, the major portion of the population were up and out to see the novel cavalcade.

All the engines were kept at Richmond until the last one had been seized, the original intention having been to do the repairing and refitting there, but in May, 1862, when McClellan began his movement up the Peninsula and preparations to evacuate the capital were made, the dismantled locomotives and their dislocated members were among the very first freight started out of Richmond. To have allowed those precious "camelbacks" to fall into the hands of the northern troops after such risks and the expenditure of so much time, ingenuity and labor, would have been galling indeed. Colonel Sharp, who had them in charge, directed Mr. Duke to hurry the prizes by rail to a safe point in the South. They were accordingly taken to a place on the North Carolina Central road, in Allamance county, North Carolina, about fifty miles west of Raleigh. The movement was successfully accomplished, and the

engines found another temporary resting place. Meantime the large shop buildings of the Raleigh & Gaston railroad at Raleigh were leased by the Southern government, fitted up with improved machinery, and the "Confederate States locomotive shops" were established. The shops were ready for work by July, 1862, and the captured locomotives and the carloads of accessories were hauled back to Raleigh and a large force of workmen began the refitting and repairing. As fast as ready the rehabilitated engines were turned over to the various southern railroads, who purchased them from the Confederate States, readily paying for them by credits upon the government transportation accounts. The existence of the shops, which were extensive and fully equipped, was not generally known and was one of many evidences that the Confederate leaders, or at least some of them, realized that the war was to be no "three month's affair," but a long and hard struggle, and that the most systematic and thorough marshaling of resources and facilities was necessary. About ten months were occupied in turning out the locomotives, and it was over eighteen months from the date of the first raid on the Baltimore & Ohio Railroad before they were all in active use again. They proved highly valuable in subsequent operations, coming into use as they did when much of the southern rolling stock was completely worn out.

The long time covered, first in securing and transporting the rolling stock, and afterwards in placing it in running order after the dismantling, showed no lack of skill or enterprise on the part of those engaged in the task (the fact that they accomplished it at all proved that they possessed those qualities in abundance), but is only evidence of the great and varied difficulties under which they labored. The delay was owing, in some degree, to the peculiar character of the mechanical obstacles to be overcome, but much more to the frequent changes in the positions of the contending armies. The "railroad corps" had always to follow the army.

The operations were not confined to the carrying off of cars and engines. The best portion of the equipment of

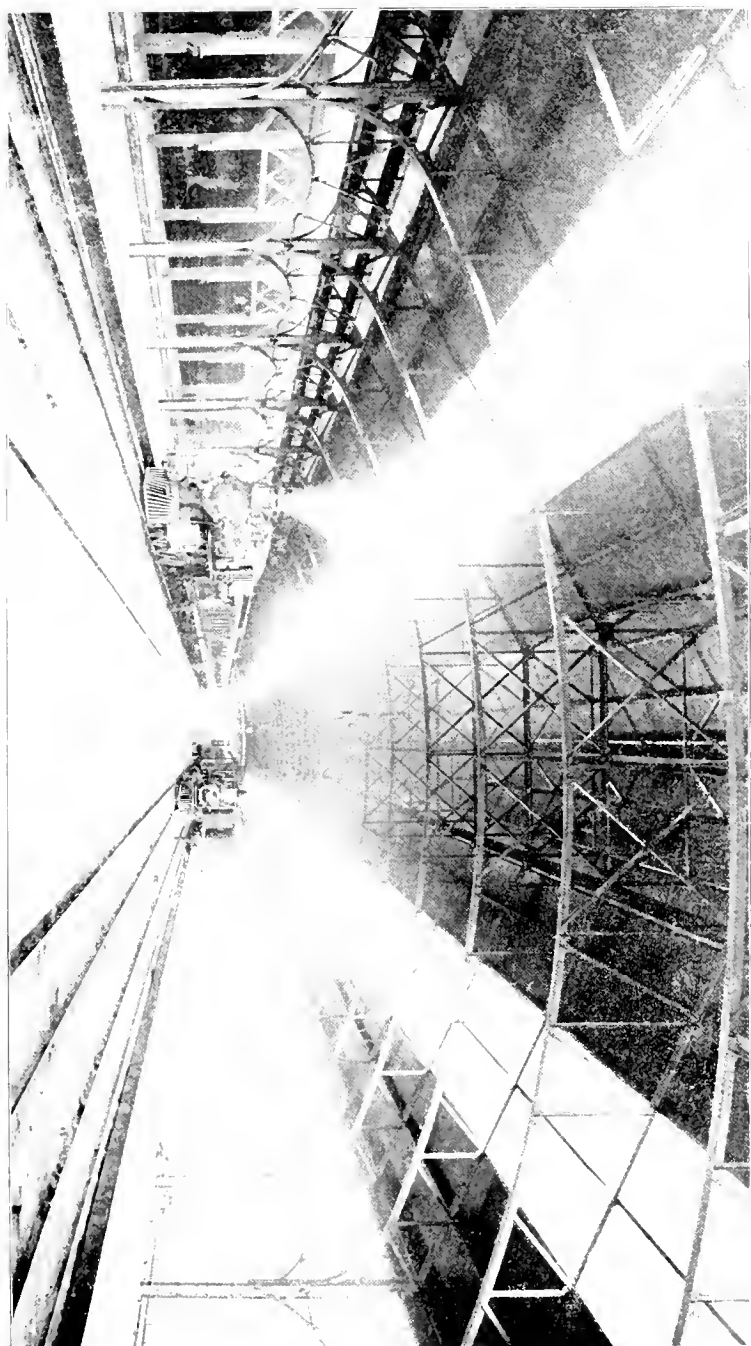
the Raleigh shops, above described, including lathes, planers, drill presses and last, but not lightest, a turn-table! were all conveyed to Raleigh in cars, by the way of the pike and railroads, from the Baltimore & Ohio roundhouse at Martinsburgh. More than this, at a later period of the war, the "railroad corps," who seemed to have stopped at nothing, actually tore up and hauled away the ties, rails, chairs and spikes, forming about five miles of the Baltimore & Ohio road between Duffields and Kearneysville and relaid it from Manassas Gap to Centerville for the use of the army. Mr. Duke remembers and relates with dry humor how, after most strenuous efforts, this piece of track was got into position late Saturday evening and how the very next day, Sunday, it was captured by the Union forces. This episode occurred just prior to Second Bull Run and was a striking example of the extreme uncertainty of war movements.

It is generally understood that after the war the Baltimore & Ohio Railroad was reimbursed by the United States government for the damage inflicted in the seizure of the engines, cars and track material, as well as for the destruction of numerous bridges, etc., by the Southern forces. It is also reported and generally believed, that a number of the locomotives were recovered by the road after the war and were used for some time in the regular service of the company. Colonel Sharp, who conducted the movements for the seizure of the rolling stock, was, not many years after the war, made master of transportation of the Baltimore & Ohio road and filled that important position for a number of years under President John W. Garret, who was at the head of the road during the war, and who was able to appreciate enterprise and ability, even when for a season directed against his own interests. ERNEST SHRIVER.

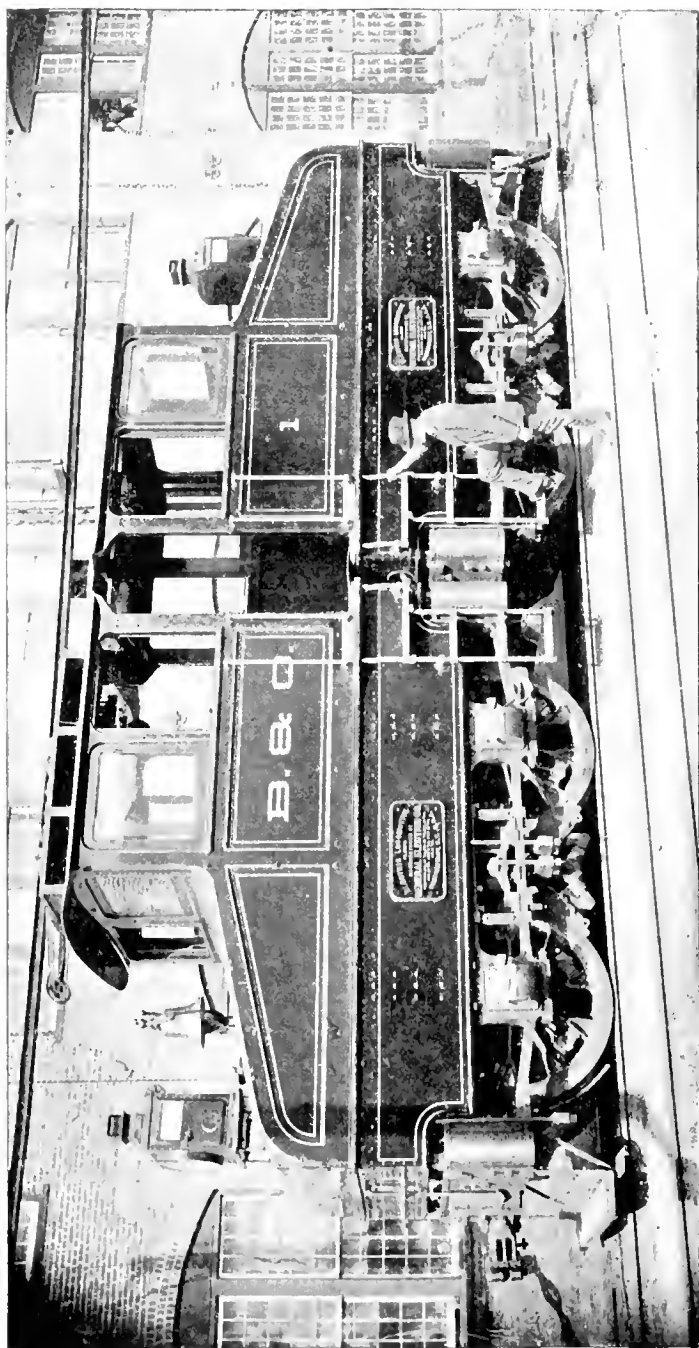
THE REDEMPTION OF A PLAGIARIST.

FULFILLED with knowledge he came
from college,
And vowed to his muse he'd be
A diligent writer and clever inditer
Of the sort she loves to see ;
He had studied up diction, the rules of
fiction,
And he had an attractive name,
Which in due season he thought with
reason,
Might well be known to fame.
Like all the rest he wrote as a test
A most imposing pile
Of poetical works, with quibs and quirks
In the Austin Dobson style :
He blithely sang (like Andrew Lang)
In ballade and villanelle,
But he found in time that these forms of
rhyme
Are not the forms that sell.

Lowell, Thoreau, Disraeli, Poe,
He copied them all in turn ;
Tried Anthony Hope, turned back to
Pope,
Lamb, Addison, Swift and Sterne ;
The styles that he prized he plagiarized
With an infinite deal of toil,
And, being no laggard, he grafted
Haggard
On Du Maurier, Kipling, Doyle.
But each poem or tale he would write
and mail
The mark contrived to miss,
Till in dull despair he rumpled his hair,
And wrote him a rhyme like this !
THE MORAL
Is, then, that it's not the pen
Of another that brings one pelf,
But the simple truth an original youth
Has the sense to write himself !
GUY WETMORE CARRYL.



NEW IRON SHED AT CAMDEN STATION, BALTIMORE.



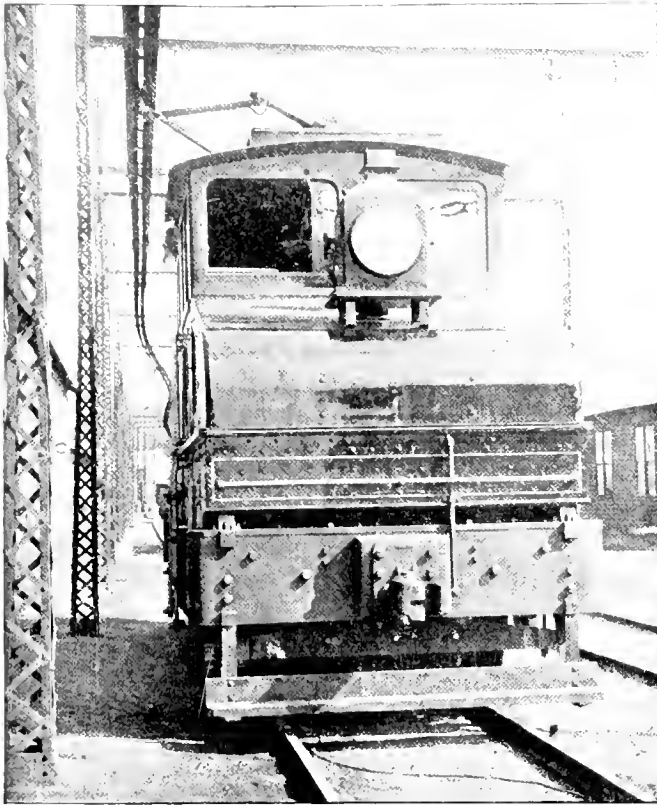
ONE OF THE BALTIMORE & OHIO R. R. RS. FLEET ENGINES

GETTING WORK OUT OF ELECTRICITY.

WHEN electricity was first proposed for transportation, probably all of the scientists who had made this a study concluded that it would not be available for the heavy freight traffic on a railroad. That it would be serviceable for street railways was conceded, but it was for the Baltimore & Ohio Railroad to successfully demonstrate that it was not

tunnel in the world. It is 7,330 feet, or nearly a mile and a half long, 27 feet high, 22 feet wide, and cost in the neighborhood of \$7,500,000.00.

Before the tunnel was finished the question of ventilation became urgent, and at the suggestion of the General Electric Company it was proposed that electric locomotives should be used in-

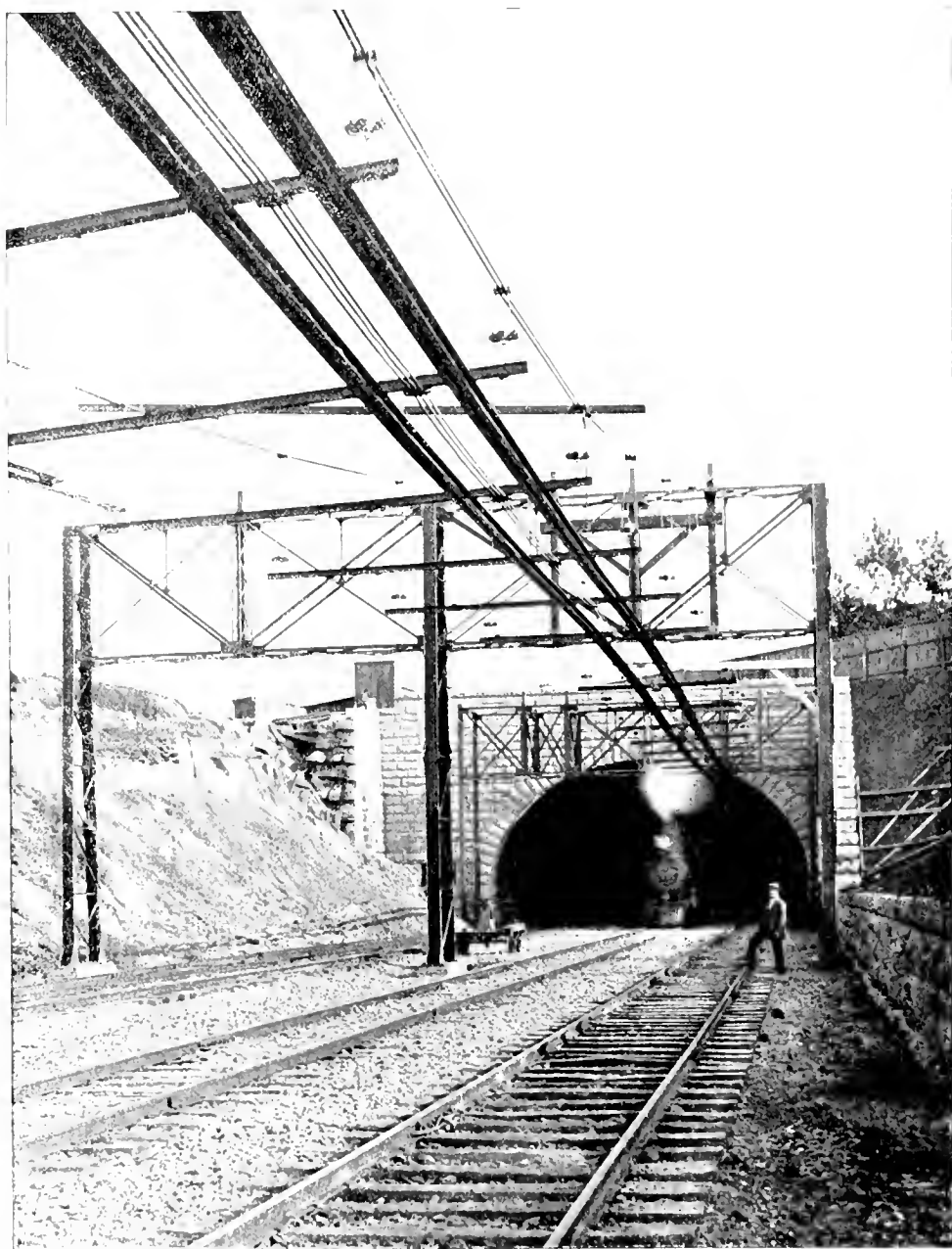


only a possibility but in their particular case a necessity.

When the great tunnel was built through the heart of Baltimore under Howard street, one of its principal thoroughfares, the question arose as to what would be the best method of ventilating the subterranean passage without sinking vertical shafts through the cellars of houses or in the street along its line.

The tunnel is the longest soft earth

stead of steam locomotives, and thereby keeping the air in the tunnel free from the usual coal gases. The experiment was first tried with a sixty-seven ton electric locomotive and proved successful. The result was the building of a magnificent power-house and the placing of an order for three Combination Schenectady Engines, to be built with electrical appliances furnished by the General Electric Company. These electric locomotives are not only operated through the tun-



APPROACH TO TUNNEL AT MT. ROYAL STATION, BEFORE TRAIN SHED WAS BUILT

nel, but also for a distance of 7,396 feet in the open air.

As Baltimore is built upon a very undulating surface there are naturally some steep grades in the track, and a freight train of forty cars would have to be pulled by at least two steam engines, using about all the power they could command.

It is a common occurrence to see a long freight train of about 1,500 tonnage waiting to be transported through the city by way of the tunnel with one of these locomotives which can command

General Electric Company, at Schenectady, N. Y., and a brief description of them will be interesting.

They are made to run in either direction, and rival in weight and size the largest steam locomotive. They are symmetrical and even handsome in appearance to the eye of the most critical engineer, and are free from the series of humps which are necessary on the back of a steam locomotive. They are not playthings, as the following dimensions show: Number of trucks, 2; weight on driving wheels, 192,000 pounds; number



more than double the power of a steam locomotive. The electric locomotive will couple on to these trains and pull them apparently without effort over all the steep grades. The engineers of the steam locomotives are required to shut off all coal gases as they approach the tunnel, consequently the air is kept pure. All passenger trains of six or more cars in length are forbidden to use the tunnel unless taken through by one of the motor engines.

The work of building these ponderous machines was supervised by the

of driving wheels, 8; draw bar pull, 42,000 pounds; starting draw bar pull, 60,000 pounds; gauge, 4 feet 8½ inches; diameter of drivers, 62 inches inside of tires; length over all, 35 feet; height to top of cab, 14 feet 3 inches; extreme width, 9 feet 6¼ inches.

Should the locomotive be divided through the center of the cab there would be two distinct individual locomotives to all outward appearances, such is their symmetrical construction. Inside the cab at one end is what appears to be a large iron safe which contains the

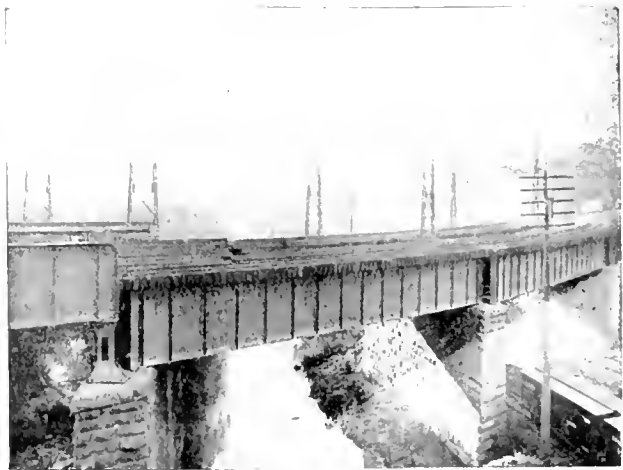
powerful motor; on the top of this a lever is worked on the same principle as the motorman's lever on a trolley car. The motorman on the engine uses it as he would the throttle of a steam engine.



In this connection a story is told of one of the oldest engineers of the Baltimore & Ohio Railroad, who had been for years intrusted with the Limited trains of the Royal Blue Line. When the first electric locomotive was finished and ready for use it was concluded to honor the old engineer by giving him charge of this mysterious engine, so he could do work at home. He reluctantly took his place at the motor, which at that time was worked by a wheel, but he could not successfully control the engine. Many attempts were made and other engineers were called in to try their hand, but with no better result.

Then it was decided to try men who were accustomed to electric motors, but these men were not accepted because they did not have the experience that was necessary to assume the responsibility of running a train. Somebody suggested that the original engineer selected would be just the man if he could handle the throttle to which he had been accustomed, and so the throttle was substituted for the wheel, and strange to say, the great engine obeyed his commands. It was simply a case of "the carpenter not being able to work without his own tools."

The illustrations given herewith show glimpses of the tunnel, the over head trolley system, and the power plant of the first and only successful electri-



cal railway for heavy purposes in existence.



<div>JANUARY. S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>	<div>FEBRUARY. S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28</div>	<div>MARCH. S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>
<div>APRIL. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</div>	<div>MAY. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>	<div>JUNE. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</div>
<div>JULY. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>	<div>AUGUST. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>	<div>SEPTEMBER. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</div>
<div>OCTOBER. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>	<div>NOVEMBER. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</div>	<div>DECEMBER. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</div>

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.57	2.15	3.49	6.00	1.15	9.50
LV BALTIMORE, MT ROYAL STATION ..	7.59	8.54	10.54	1.01	2.20	3.53	6.04	1.25	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.55	8.19	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL ..	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15	12.15
LV NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
LV PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT ROYAL STATION ..	10.04	12.41	2.25	3.36	5.42	7.49	9.32	10.41	6.05
AR BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	5.46	7.53	9.36	10.45	6.15
AR WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL ..	10.00 AM	2.00 PM	3.25 PM	5.55 PM	3.25 PM	4.30 AM	12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	3.30 PM	8.00 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	5.42 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.25 PM	6.42 PM	7.49 PM	10.41 PM	7.49 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	7.58 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	9.00 PM	11.05 AM	11.25 AM
AR PITTSBURG			6.35 AM			8.00 PM	
AR WHEELING		8.20 AM					
AR COLUMBUS		11.35 AM		2.55 PM			
AR TOLEDO				6.35 PM			
AR CHICAGO		9.00 PM				10.00 AM	12.00 NM
AR CINCINNATI	8.25 AM			5.30 PM			2.50 AM
AR INDIANAPOLIS							7.00 AM
AR LOUISVILLE	12.25 PM			10.50 PM			
AR ST. LOUIS	6.40 PM			7.35 AM			
AR ROANOKE					5.30 AM		
AR KNOXVILLE					2.10 PM		
AR CHATTANOOGA					5.45 PM		
AR MEMPHIS					7.10 AM		
AR NEW ORLEANS					8.30 AM		

Through Pullman Sleepers to all points. NOTE—On Sundays leave New York at 2.00 p. m., Philadelphia 4.20 p. m., Baltimore 7.00 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO		2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV TOLEDO	4.55 PM						
LV COLUMBUS	8.55 PM			6.00 PM			
LV WHEELING			8.05 AM	12.25 AM			
LV PITTSBURG					9.00 PM		12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM					
LV LOUISVILLE	2.15 PM	8.15 AM					
LV INDIANAPOLIS		7.55 AM					
LV CINCINNATI	6.35 PM	12.05 PM					
LV NEW ORLEANS						7.10 PM	
LV MEMPHIS						8.30 PM	
LV CHATTANOOGA						9.45 AM	
LV KNOXVILLE						1.20 PM	
LV ROANOKE						11.30 PM	
AR WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION ..	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.50 AM	1.00 AM
AR BALTIMORE, MT ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.25 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE. PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B & O. FINEST SERVICE IN THE WORLD. SOLID
VEHICULED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. Parlor Car Philadelphia to Washington.
- No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington, on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellare. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Car Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS BALTIMORE & OHIO RAILROAD

JOHN K. COWEN, OSCAR G. MURRAY,
Receivers, Baltimore, Md.

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W. H. DAVIS, Treasurer Baltimore, Md. C. W. WOODFORD, Secretary Baltimore, Md.

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Geo. W. BOOTH, Gen. Auditor, Baltimore, Md. A. F. DUNLEVY, Auditor of Disbursements, Baltimore, Md.

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W. T. MAXNING, Chief Engineer, " " C. C. F. BENE, Supt. Philadelphia Division, Philadelphia, Pa.
THOS. FITZGERALD, General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Baltimore, Md. JOHN E. SPURRIER, Supt. Balt. Div. Main Stem, Baltimore, Md.
WM. GIBSON, Assistant General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Pittsburg, Pa. R. M. SMITHS, Supt. Western Div. Main Stem, Gratton, W. Va.
J. VAN SMITH, Gen. Superintendent New York Division, Foot of Whitehall Street, New York. THOS. C. PRINCE, Supt. Harper's Ferry and Valley Division, Winchester, Va.
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D. F. MARONEY, Supt. of Transportation, Baltimore, Md. J. S. NORRIS, Supt. Connellsville Div., Connellsville, Pa.
HARVEY MIDDLETON, Gen. Supt. Motive Power, River, Baltimore, Md. JOHN BURNIS, Superintendent Pittsburg Div., Pittsburg, Pa.
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W. H. HARRISON, Supt. Motive Power Lines West of Ohio River, Newark, O. P. C. SKEET, Superintendent Chicago Division, Garrett, Ind.
DAVID LEE, Eng'r Maint. of Way Lines West of Ohio River, Zanesville, O. J. T. JOHNSON, Superintendent Akron Division, Akron, O.
CHAS. SELDEN, Superintendent Telegraph, Baltimore, Md.

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CHAS. FRICK, Fuel Agent Lines East of the Ohio River, Baltimore, Md.

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R. N. AUSTIN, Gen. Passenger Agent Lines West of Ohio River, Fisher Building, Chicago, Ill. J. T. LANE, Travelling Passenger Agent, Wheeling, W. Va.
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211 Washington Street, Boston, Mass. W. M. McCONNELL, Pass. Agent, 241 Superior St., Cleveland, O.
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S. B. HEAGLE, Division Passenger Agent, Wilmington, Del. W. F. SNYDER, Passenger Agent, Baltimore, Md.
ARTHUR G. LEWIS, South. Pass. Agt., Atlantic Hotel, Norfolk, Va. H. A. MILLER, Passenger Agent, Baltimore, Md.
E. D. SMITH, Division Passenger Agent, Pittsburg, Pa. C. E. GREGORY, Pass. Agt., 5th Ave. and Wood St., Pittsburg, Pa.
D. S. WILDER, Division Passenger Agent, Columbus, O. W. W. PICKING, City Passenger Agent, Chicago, Ill.
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BERNARD ASHBY, Trav. Pass. Agt., 833 Chestnut St., Philadelphia, Pa. C. B. DUMREY, Travelling Passenger Agent, Omaha, Neb.
PETER HARVEY, Pacific Coast Agent, Room 32, Mills Building, San Francisco, Cal.
W. E. LOWES, Advertising Agent, Baltimore, Md.

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C. S. WIGHT, Manager Freight Traffic, Baltimore, Md. G. J. LINCOLN, Com'l Fht. Agt., 400 Chestnut St., Philadelphia, Pa.
T. W. GALLEHER, Gen. Freight Agent, Baltimore, Md. C. H. MAYNARD, Commercial Freight Agent, Boston, Mass.
E. R. BROCKENBROUGH, Gen. Freight Agent, Pittsburg, Pa. E. S. KING, Commercial Freight Agent, Baltimore, Md.
C. V. LEWIS, Gen. Freight Agent in charge of Freight Chains, Tariffs and Percentages, Baltimore, Md. B. V. JOYKSON, Commercial Fht. Agent, Washington, D. C.
JAMES MOSHER, Gen. East. Fht. Agt., 431 Broadway, New York. W. N. MITCHELL, Commercial Freight Agent, Atlanta, Ga.
A. P. BIELLOW, Gen. West. Fht. Agt., 229 La Salle St., Chicago, Ill. G. D. GREEN, Commercial Freight Agent, Wheeling, W. Va.
H. M. MATTHEWS, Division Freight Agent, Pittsburg, Pa. C. E. WOOD, Commercial Freight Agent, Akron, O.
PAUL CUNNEY, Gen. Dairy Freight Agent, Chicago, Ill. H. R. ROGERS, Commercial Freight Agent, Cleveland, O.
J. A. MURRAY, Eastern Coal & Coke Agent, Baltimore, Md. E. N. KENDALL, Commercial Freight Agent, Toledo, O.
R. T. AFFLECK, Western Coal & Coke Agent, Columbus, O. C. H. ROSS, Commercial Freight Agent, Milwaukee, Wis.
R. R. WAYS, Foreign Freight Agent, Baltimore, Md. H. C. PIERCE, Commercial Freight Agent, Omaha, Neb.
ANDREW STEVENSON, Asst. Gen. Freight Agent, Baltimore, Md. C. H. HARKINS, Commercial Freight Agent, Minneapolis, Minn.
W. R. MCINTOSH, Division Freight Agent, Cumberland, Md. THOS. MILES, Commercial Freight Agent, Duluth, Minn.
E. M. DAVIS, Division Freight Agent, Clarkburg, W. Va. JOHN FRECHINGS, Commercial Freight Agent, Detroit, Mich.
O. A. CONSLANS, Division Freight Agent, Columbus, O. A. J. WALLERS, Commercial Freight Agent, Pittsburg, Pa.
C. T. WIGHT, Division Freight Agent, Sandusky, O. PETER HARVEY, Pacific Coast Agent, Room 32, Mills Building, San Francisco, Cal.
B. F. KAUF, Division Freight Agent, Tiffin, O. T. S. NOONAN, Gen'l Manager Continental Line and Central States Despatch, Cincinnati, O.

PRESS DEPARTMENT.

J. H. MADRY, Press Agent, Baltimore, Md.

MILEAGE.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129.00
PITTSBURG DIVISION	391.00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309.68
TRANS OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774.25
TOTAL MILEAGE OF SYSTEM	2,083.93

[illegible]

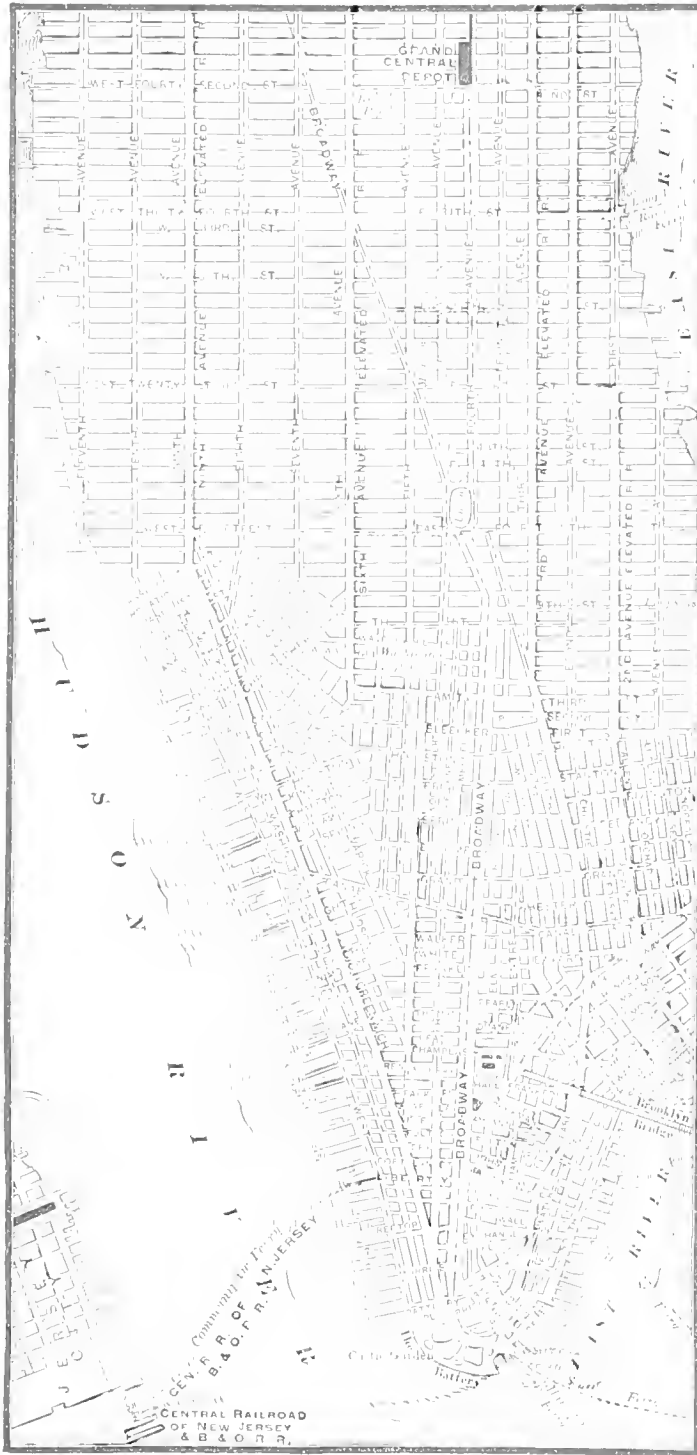
Stations	Agent	Class of Agency	Division	Population	Stations	Agent	Class of Agency	Division	Population
Laurel, Md	D. M. Fisher	F T	Wash'tn	2,500	Morgan, Pa	E. A. Bowman	F T	Middland	250
Lavonia, Pa	C. H. Faupel	F T	Phils	500	Morgan's, Ohio	W. C. McGrew	F T C	Phils	2,500
Layton, Ind					Morgantown, W Va				
Lee'siding, Ohio					Morgansville, Pa				
Leith, Pa					Morrell Br Jet, Pa				
Lemont, Ill					Mostoller, Pa				
Lemont Furnace, Ill					Moundsville, W Va	A. J. Jones	F T C	P & W	5,000
Leslie, Md	S. E. Cannon	F T	Phila		Mountain Lake, Md	A. R. Sperry	F T C	Middle	300
Lewis' Mills, Ohio	L. H. Bell	F T	C O	50	Mountain Sid'g, Md				
Lexington, Va	C. Donah	F T C	Lk. Erie	600	Mount Airy, Md	W. P. Anderson	F T	Balto.	800
Lexington, Va	P. E. Barrett	F T C	Valley		Mount Braddock, Pa				
Levis Mill, Md					Mount Crawford, Va	W. H. Wine	F T	Valley	
Lehigh, Pa					Mount Cuba, Del.			Phila.	200
Leik Run Jet, Pa					Mount de Chan, Pa				
Lillian, W Va					Mount Jackson, Va				
Lincoln, Md	C. L. Remsburg	F T	Balto.	200	Mount Lebanon, Pa	Mrs. S. C. Minze	F T	Phila.	
Lincoln, W Va	G. M. Wolfe	F T	Balto.	150	Mount Pleasant, Pa	S. W. Husband	F T C	Phila.	
Lincolnton, W Va					Mount Pleasant, Pa	I. J. McWilliams	C. F. A.		
Lisle, Pa	M. W. Hough	F T	Phils.		Mc Savage Jet, Md	J. C. Corrigan	F T	Phils	300
Little acapon, W Va					Mc Sidney, Va	J. W. Ross	F T	Valley	
Little Falls, Md					Mc Sterling, Ohio	V. M. Stucky	F T C	Middland	1,800
Little Seneca, Md					Mc Vernon, Md	J. C. Patterson	F T C	Lk. Erie	7,000
Littleton, W Va	M. E. Faley	F T	P & W	300	Mc Wiggins, Md	G. W. Fowler	F T	Phila.	1,000
Llanwellyn, Pa	Mrs. Rosa Rheinbold	T. P.	Phils	600	Moore's Jet, Pa				
Loell, Ohio	C. M. Garwood	F T C	Akron	900	Moore's, Md				
Long Run, W Va	W. F. Broadwater	F T	P & W	75	Murkirk, Md	E. B. Lear	F T	Phila.	200
Long Falls, W Va					Mullins, Pa				
Lowden, W Va					Murray's Siding, Md				
Lowndes, Md									
Luther, W Va									
M					N				
Madison Mills, Ohio	C. E. McGuire	F T	Middland		Nappanee, Ind.	C. H. Whiteman	F T C	Chicago	2,200
Magnolia, W Va	J. Z. Terrell	F T	Middle	350	National Road, Ohio	J. E. Davis	F T	St. Louis	350
Mallory, Md					Natl Trans'l Co Bldg				
Mannington, W Va	Z. W. Jones	F T C	P & W	1,500	Nell's, Ohio	Harry Williams	F T	C O	500
Manor Lands, Md					Newark, Del.	T. O. Smith	F T C	Phila.	1,800
Mansfield, Ohio	S. Smith	T. C	Lk. Erie	18,000	Newark, N. J.	E. T. Fenrey	F T		
Marble Hill, Ky Pa	W. E. Kerr	F			Newark, Ohio	F. C. Bartholomew	T. C	C O	20,000
Marion, Pa					" "	J. C. Parks	F		
Mark Centre, Ohio	J. N. Fordyce	F T	Chicago	300	Newburg, W Va	T. M. Clayton	F T	P & W	
Markleton, Pa	W. R. Conway	F T	Phils.	300	New Concord, Ohio	T. J. Rader	F T C	C O	1,000
Market St. Pass, Sta (Whilmington) Del					New Haven, Conn.	D. R. Long	F T	Lk. Erie	200
Marley Mills, Md					New Market, Va				
Marriottsville, Md	Wm. Davis	F T	Balto.	90	" "	C. B. Jones	T. C	C O N. J.	250,000
Marshallton, Del	J. E. Willis	F T	Phila	800	" "	H. B. Farout	T. C	134 Broadway	
Martinsburg, W Va	G. W. Santman	T. C	Middle	10,000	" "	Thos Cook & Son	T. C	261 Broadway	
" "	T. E. Auld, Frt	F			" "	H. Gaze & Sons	T. C	113 Broadway	
Mauertown, Va					" "	A. J. Osterlin	T. C	472 Broadway	
Mayer, Pa					" "	Raymond & W	T. C	41 E. 11th St	
McCafferty, Md					" "	G. Falek	T. C	127 Bowery	
McClainville, Ohio					" "		T. C	Liberty Street	
McClure, Pa					" "		T. C	Whiteland Term.	
McComas' Sld'g, Md					" "	P. H. Marshall	F	11er 22, N. R.	
McCool's, Ind	J. E. Miles	F T	Chicago	50	" "	P. H. Marshall	F	Foot W. 17th St.	
McCormick, Ohio	J. A. Dishon	F T	St. Louis	150	" "	P. H. Marshall	F	11er 25, E. R.	
McElroy's, Pa	Jas. Henderson	F T	St. Louis		" "	P. H. Marshall	F	Foot E. 37th St	
McKeesport, Pa	W. B. Peters	F T C	Phils.	28,000	Newport, Md				
" "	Geo. Mars, Jr.	T. C	City Office		New Portage, Ohio	Miss C. A. Terry	T	Balto.	
" "	Roth E & Co	T. C	City Office		N. Y. Ave., D C				
McKenzie, Md					N. Y. Siding, W Va				
McLeans, W Va					N. O. C. Co Tld'g, Pa				
McMeen, Pa					Nolan, Pa	J. W. Brown	T. C	46 Main St.	
McSpadden, Pa					Norfolk, Va	A. G. Lewis	T. C	164 Main St.	
Media, Ohio					Nor Avenue, Md				
Meem, Va					Nor Baltimore, Ohio	W. B. Jones	F T C	Chicago	3,500
Melvin, Ohio	H. Denica	F T	Middland	100	Nor Meantown, Va	R. B. Kilmer	F T	Balto.	75
Meushaw, Md					Nor Nell's, Ohio				
Mentzel, R. D.					Norwich, Pa	Wm. Melone	F T	C O	400
Merrill, D. C.					Nottingham, Pa				
Metropolitan Jet, Pa					Nova, Ohio	J. J. Deftter	F T	Akron	300
Meyersdale, Pa	W. H. Habel	F T C	Phils.	2,400	O				
Middletown, Va	F. E. Rogers	F T	Valley	500	Oak Crest, Md				
Middleland City, Ohio	L. F. Hockett	F T	Middland	300	Oakeola, Pa	C. T. Schroeder	F T C	P & W	1,500
Middleway, Pa					Oakland, Md				
Milford, Pa					O'Brien's, W Va				
Milford Jet, Ind	H. C. Davidson	F T C	Chicago	1,200	Oella, Md				
Millbrook, Va					Oell, Ohio				
Miller, Pa					Oelden, Pa				
Miller, W Va					Oelden Avenue, Ill				
Miller's, Ind	G. W. Norton	F T	Chicago	500	Ohio Pyle, Pa	B. S. McNutt	F T	Phils.	500
Millersburg, Ohio	F. E. Shater	F T	C O	3,600	Okonoko, W Va	W. M. Mertens	F T	Balto.	40
Millersville, Md					Old Junction, Pa				
Millston, W Va					Oliphant, Ohio				
Mills, Pa	Mrs. M. R. Lynne	F T	Phils.		Olney, Ohio	Wm. Stanton	F T	C O	
Millsville, W Va	J. W. Gore	F T	Valley		Orth Street, Ill	R. L. Matthews	F T	Chicago	
Millwood, Va					Opekiska, W Va	S. S. Schlag	F T	F M & P	300
Millmont, Pa					Oregon, W Va				
Mineral Sld'g, Ohio					Oregon, W Va				
Min Spring, Va	J. C. Dull	F T	Valley		Oval, Ohio				
Misthote Spring, Md					Orange Grove, Md				
Moatsville, W Va	G. R. Price	F T	P & W	300	Orleans Road, W Va	B. L. Blackwell	F T	Balto.	
Mogel, W Va					ORT, Md				
Monger, Pa					Oscar, Pa	John Landgan	F T	Phils.	75
Monrovia, Md	J. W. Sullivan	F T	Balto.	50	Outenop, Pa				
Monroeville, Ohio	E. M. Barnett	F T C	Lk. Erie		P				
Montana, W Va	J. L. Watson	F T	Phils.	500	Paddock, Pa				
Montevideo, Md					Paint Branch, Md				
Morgan, Pa	S. Davis	F T	Balto.						

Station	Agent	Class	Division	Population	Station	Agent	Class	Division	Population
Paint Creek	Pa	Riggs	W Va
Painter	Rhoad
Paintown Mines	W Va	Ripley	Ind
Palestine	Ohio	J. M. Hall	F T	Midland	150	Rist	Pa
Park	W Va	Rittman	Ohio	J. Marshall	F T	Alto
Parkersburg	G. B. Dunlap	F T	P & W	1,000	Riversdale	Md	J. A. Rhoads	F T
.....	W. H. Walker	F	Riverside	Pa
Parson	Riverton
Parlow	W Va	River View	W Va
Patapsco	Md	Robbins	Pa
Pataaskala	Ohio	W. H. Tyhurst	F T	C O	500	Roberts
Patterson	Pa	Robley Street	Ohio
Patterson St.	W Va	E. E. Robinson	F T	Balto	Robins' Mines	Ohio
Patterson	Ind	Rock Island	Mo
Paw Paw	W Va	C. T. Bevens	F T	Balto	1,000	Rockville
Pechin	Pa	Rockwood	Pa	S. E. Eastburn	F T	Micho
Pellon	Rocky Hollow	E. R. Sapp	F T	Phits
Pennsboro	W Va	O. S. Train	F T	P & W	Roddy
Percy	L. De Saulles	F T	Phits	Rohtersville	Md	D. A. Rohrer	F T
Perkins	Ohio	Romana	Pa
Petroleum	W Va	D. M. Sharpnack	F T	P & W	75	Romney	W Va	J. T. Godshere	F T
Pfeil	Md	Rose's Point
Philadelphia	Pa	Rosenstock	Pa
.....	G. M. Longwell	F T	524 Ches	Roseville	W Va	J. B. Row	F T
.....	W. H. Metcalk	T C	Cor. B'd	Ross	W Va	C. H. Cromwell	P
.....	W. R. Smith	T C	202 Mar	Rossland	Mo
.....	M. Rosenbaum	T C	609 S. Th	Round Top	W Va
.....	M. Rosenbaum	T C	1209 N. 2 d St.	Rocky Spring	M. J. Fleming	F T
.....	Raymond & W	T C	208 10th St	Rocky	Md	J. W. Shead	F T
.....	C. D. Gladding	T C	11th & Chestnut	Ruby Siding	W Va
.....	W. B. Gourd	T C	12th & Market	Russell
.....	C. S. Knowlton	T C	1005 Ches
.....	J. B. Franklin	F	11th & Ches
.....	J. B. Franklin	F	11th & Ches
.....	S. A. Steltz	A F	Broad St.
.....	J. M. Graver	A F	Pier 42
.....	W. Stephens	A F	Pier 31
.....	J. M. Booth	A F	Pier 11, 11 1/2, 12
.....	W. L. Jenkins	A F	Pier 40
.....	W. H. Glynn	A F	Highway & Hwd
Philippi	W Va	J. M. Denton	F T	P & W	600
Philson	Pa
Piedmont	W Va	D. L. Parke	F T	P & W	3,000
Pier 24 Lombard
.....
Pine Grove	Pa
Pine Hill
.....	A. J. Stuenkel	F T	Phits
Pinckerton Horn
Plattsburgh	R. E. Pyle	F	Phits	400,000
.....	C. L. Gregory	T C	5th & Wood Sts.
.....	J. L. Metcalk	T C	629 Sult
.....	S. J. Hutchison	T C	Smith T
.....	Louis Moser	T C	616 Sult
.....	J. E. Krny	T C	German Bank
Plane No. 4	Md	F. P. Mullinax	F T	Balto
Pleasant Corns	Ohio	J. F. Brown	F T	Midland	100
Pleasant Valley	Rodman A. Hill	F T	C O	75
Pleasant Valley	Va	E. W. Carpenter	F T	Valley
Plymouth	Ohio	J. W. Malone	F T	Lk Erie	1,500
Point Mills	W Va	Mrs. M. E. Snyder	F T	Phits
Point Madison	Pa	O. A. Miller	F T	Phits
Point of Rocks	Md	F. W. Mersier	F T	Balto	450
Pontiac	Ohio
Pojdar	Md
Porter Hill	Pa
Port Perry	D. W. Strickensburg	F T	Phits	1,000
Port Royal
Potomac	Md	G. M. Rawlings	T	Balto	200
Potomac June	D. C.
Powell	W Va	T. Bush	T F
Preston
Price
Prion's	Pa	S. C. Prion	F T	Lk Erie	100
Providence Mill	Md	Geo. R. Kertoot	F	Phila
Q
Quaker City	Ohio	A. J. Bennett	F T	C O	850
Quarantine	Md
Quicksburg	Va
Quigley	W Va
Quinn's Crossing	Ind
R
Raisin	Md
Rainey	Ohio
Randall	W Va
Randolph	A. M. Mayo	N	Balto	50
Rankin	Pa	L. I. Long	F T	Phits	800
Raphine	J. D. Parker	F T	Valley
Rattlesnake	Ohio	Wm. Frayne	F T	Midland
Rawlings	Md	C. M. Rawlings	F T	Balto
Reed Bros	Pa
Reel's Mill	Md
Rexville	Ohio	James E. Deane	F T	Midland	221
Renson Run	Pa
Rego's Switch	Md
Relay Station	John W. Howser	T C	Balto	1,500
Relief	Ohio
Remble	A. L. Stuckney	F T	Chicago
Rense	Pa
Ribbey	Mrs. Im. Miller	T F

Station	Agent	Class of Agent	Division	Population	Station	Agent	Class of Agent	Division	Population
Starter Mine .. Pa					Walser's .. Ohio				
Staten Island Lk. N.J.					Warwick .. Md				
Steffman .. Md					Warwick .. Ohio	W. H. Rich	F T	Akron	25
Stephens City .. Va	A. Shannon	F T	Valley	600	Washington .. D C	E. J. Shumatt	F T		250,000
Stephenson .. Pa	P. A. Groves	F T	Valley		" .. "	H. P. Merrill	T C	15th St. & N.Y. Av	
Stepney .. Md					" .. "	H. R. Bowser	F T	619 Pa. Av.	
Sterling .. Ohio	W. L. McDonald	F T C	Akron		" .. "	J. Lewis, Jr	T C	N. J. Av & C. St.	18,000
Sterling Mines .. Pa					Washington .. Pa	M. DeVaughn	F T		
Storrett .. Va					" .. "	A. W. Tiddy	T C		
Stewart .. W Va					Washington .. W Va	W. F. Barnes	F T	Midland	
Stewartton .. Pa					Wash. C. H. .. Ohio	W. F. Hill	F T	Balto.	500
Stoyestown .. Pa	H. E. Berkebile	F T	Pitts.	500	Wash. Grove .. Md	W. F. Harrison	T	Balto.	100
Strasburg June .. Va	C. W. Spangler	F T C		10	Washington Jct .. Pa				
Stroh's Siding W Va					Washington Jct .. D C	E. B. Evans	F	Phila.	
Sugar Hill .. Md					Watersville .. Md	A England	F T	Balto.	70
Sugar Lout .. Pa					Watson .. Pa	J. C. Russell	F T	Pitts.	50
Sullivan .. Ohio	J. H. Mullikin	F T	Akron	500	Watsonville .. Pa				
Summit .. Ind	W. A. Clifford	F T	Chicago	25	Watts .. "				
Summit .. Ohio	W. W. McMillan	F T	C O		Wawasee .. Ind				
Summit .. Pa					Waychoff .. Pa				
Summit Point W Va	F. B. Farnsworth	F T	Valley	150	Waynesboro .. "	W. J. C. Jacobs	T C	P & W	300
Suter .. Pa	A. J. Kelly	F T	Pitts.	800	Webster .. W Va	A. Brown	F T	Pitts.	
Swan Creek .. Md	A. Fairall	F T	P & W	80	Welch .. Pa	Thos. Maxwell	F T	Chicago	200
Swanton .. Va					Welker .. Ohio	J. J. Lower	F T		
Sycamore .. Pa	J. W. Phoebe	F T	Balto.	400	Welland .. "				
Syracuse .. Ind	H. W. Buchholz	F T C	Chicago	900	Wellsboro .. Ohio	H. B. Gard	F T C	Chicago	
T					Wellsiding .. W Va				
Takoma Park .. D C	C. M. Dickensan	F T	Balto.	1,400	Wellstock .. Pa				
Taylor .. Pa					West Alexander .. "	S. M. Bell, Jr	F T	Pitts.	500
Taylorstown .. Pa	C. H. McNutt	F T	Pitts.	1,000	West Broad St .. Ohio	A. J. Taylor	F T	Midland	
Teegarden .. Ind	C. A. Lemert	F T	Chicago	160	West Baltimore .. Md				
Terra Alta .. W Va	J. B. Walker	F T	P & W	800	West Chester .. Pa	J. W. Andrews	T C		
Terra Cotta .. D C					West End .. W Va				
Textor Siding W Va					West End .. Pa				
Thrace .. Pa					West Meyersdale .. Pa				
Thomas .. "	H. S. Thomas	T C P	P & W	100	Westminster .. Md	J. H. Kriehon	F T C		
Thornton .. Ohio	W. J. Smith	F T	St. Louis	40	West Newton .. Pa	M. B. Marz	F T C	Pitts.	
Thornton .. W Va	W. J. Painter	F T	P & W	150	Weston .. W Va	H. W. Lightbourn	T C		
Tiffin .. Ohio	A. J. Bell	F T	Valley	12,600	West Overton .. "				
Timber Ridge .. Va	W. M. Chittum	F T	Valley		Westport .. Md				
Timbersville .. Pa					West Salisbury .. Pa	M. F. Riley	F T C	Pitts.	1,000
Tintman .. Pa					West Siding .. W Va				
Tip Top .. "					West Union .. "	B. H. Mantzly	F T	P & W	600
Toil Gate .. W Va	R. B. Martin	F T	P & W		West Va. C. Jct .. "				
Triadelphia .. "					West Va. & Pitts. .. "				
Trinidad .. D C					West Yough .. Pa				
Triplett .. Va					Weyertown .. Md	F. Garba	F T	Middle	
Tub Mill .. Pa					Wheeler .. Pa				
Tub Run .. "					Wheeling .. W Va	T. C. Burke, City	T C	P & W	40,000
Tunnel .. "					" .. "	John Ballie	T C		
Tunnel No. 2 .. "					" .. Pa	J. K. Graham	F		
Tunnel Siding .. "					White .. Pa				
Tunnelton .. W Va	A. J. Bonafeld	F T	P & W		White Hall .. Ind	J. K. Van Sickle	F	Chicago	
Turks .. Pa					Whitings .. W Va				
Tuscaraora .. Md	F. S. Fisher	F T	Metro.		Whitong .. W Va				
Twin Oaks .. Pa	Mrs. E. B. Mullins	F T	Phila.	25	Williams .. Pa	H. W. Ware	F T	Pitts.	200
Tyconne .. W Va					Willard's Siding .. Pa				
Tyrone .. Pa					(Race Street) .. "				
U					Willow .. Pa	J. C. Tucker	F T	Pitts.	300
Ullington .. W Va	J. S. Watson	F T	Pitts.	35	Willow Creek .. Ind	H. E. Sanders	F T	Chicago	25
Union .. Ohio	C. C. Norris	F T	C O	55	Willow Grove .. Va				
Union Center .. Ind	J. N. Love	F T	Chicago	10	Wilmington .. Ohio	Henry Grundman	F T C	Midland	
Un-Flaming Mill .. Va					Wilmington .. Del	H. A. Miller	T C	Phila.	75,000
Union Stock Yards Ill	E. O. Burton	T	Chicago		Winchester .. Pa	J. F. Higgins	F	Phila.	
Uniontown (Camb .. Pa					Winsonburg .. W Va	J. W. Brown	F T	P & W	
Uniontown .. Pa	P. W. Roberts	F	Phila.		Wilson .. Pa				
University Sta. D C	W. C. Black	F T C	Pitts.	10,000	Wilson .. Md				
Upland .. Pa	Mrs. M. A. Terry	F T	Phila.		Wilson's .. Ind				
Urban Crest .. Ohio					Winchester .. Va	T. B. Patton	F T C	Valley	6,000
Ursina .. Pa	J. E. Schrock	F T	Pitts.	500	Wolf Summit W Va	M. Dolan	F T	P & W	
Utes .. Ohio	W. C. Alsford	F T C	Lk. Erie	1,000	Woodbine .. Md	A. Owings	F T	Balto.	150
V					Wooddale .. Del	John Conner	F T	Phila.	200
Valley Falls .. W Va	John Bradshaw	F T	P & W	50	Wooddale Quarry .. Pa				
Valley Mines .. Pa					Wood .. Md				
Vanatta's .. Ohio	Sam'l D. Lyons	F T	Lk. Erie		Wood .. Md				
Van Bibber .. Md	J. J. Sullivan	F T	Phila.		Wood Siding .. Md				
Vance .. Pa					Woodside .. "	J. E. Bowman	F T	Balto.	150
Vance .. W Va					Woodstock .. "	M. F. Quill	F T	Balto.	700
Van Sickle .. Pa					Woodstock .. Va				
Vanceville W Va	J. F. Blumeyer	F T	Balto.	100	Woodyville .. Ind	E. H. Cole	F T	Chicago	
Vanceville .. Va					Wooster .. Ohio	C. W. Kising	F T C	C O	6,000
Verona .. "					Wortman Run .. Pa				
Versailles .. Pa	J. H. Harkness	F T	Pitts.	1,000	W. Overton .. "				
Violet .. Md					Wyland .. "	C. J. Shaffer	F T	Pitts.	100
Victoria .. Pa					Y				
Vienma .. "					Yates .. W Va				
Volemo .. "					Yoder .. Pa				
Volemo Jct .. W Va	Geo. Swearingen	F T	P & W		York .. Ind				
W					York .. Pa	J. A. Dale	T C		
Wade Siding .. Pa					Yorklyn .. Del	E. H. Dennison	F T	Phila.	300
Wadesville .. Va	E. R. Cron	F T	Valley	200	Yough .. Pa				
Walker .. W Va	E. Robinson	F T	P & W	55	Youngs .. "				
Walkerton .. Ind	C. L. Johnson	F T C	Chicago	1,500	Youngstown .. "				
Wallace .. Pa					Youngstown Jct .. "				
Z					Zanesville .. Ohio	J. H. Lee, Depot	T C	C O	30,000
Wadeville .. Pa					" .. "	J. G. England	T C	C O	30,000
Wadsworth .. Pa					" .. "	A. C. Richards	F	C O	30,000
Wadsworth .. Pa					Zartman's .. Pa				
Wadsworth .. Pa					Zediker .. Pa				

Whitehall Terminal

South Ferry

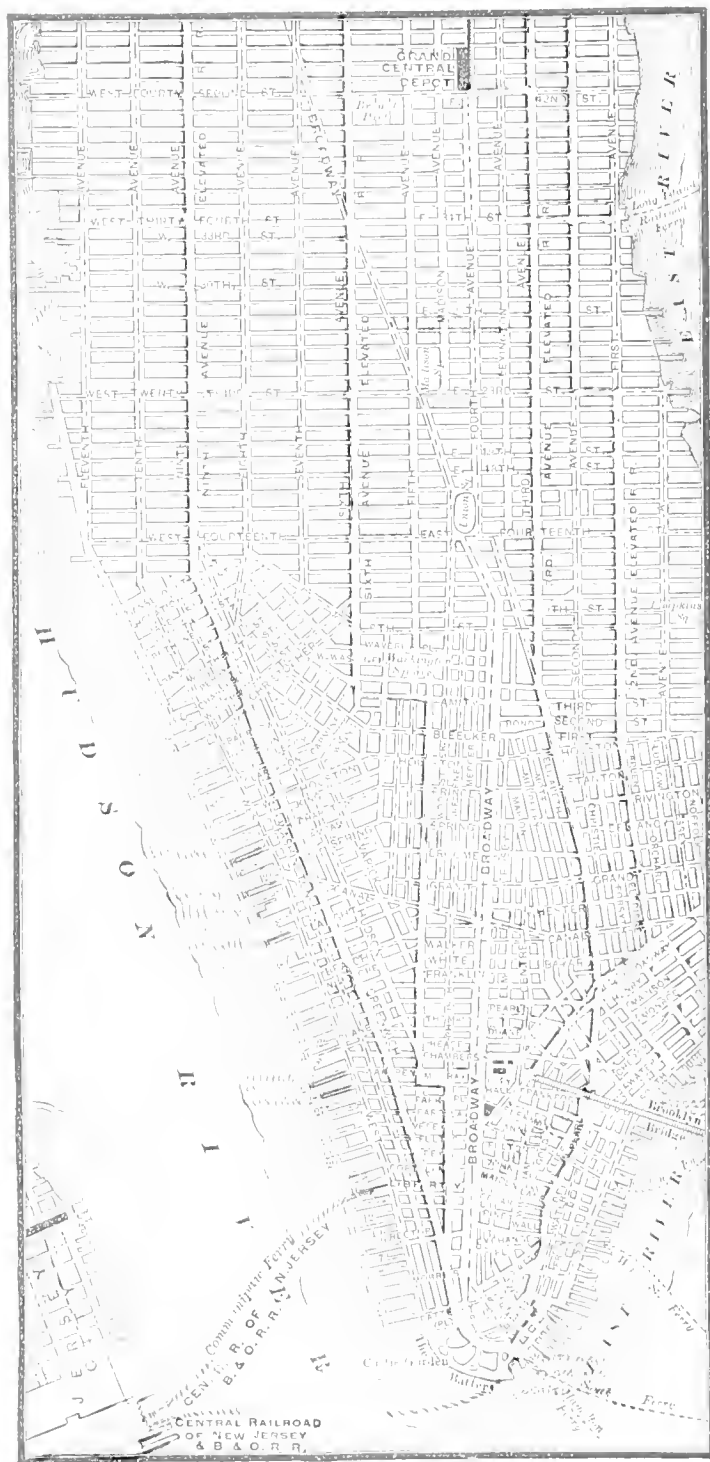


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Whitehall Terminal

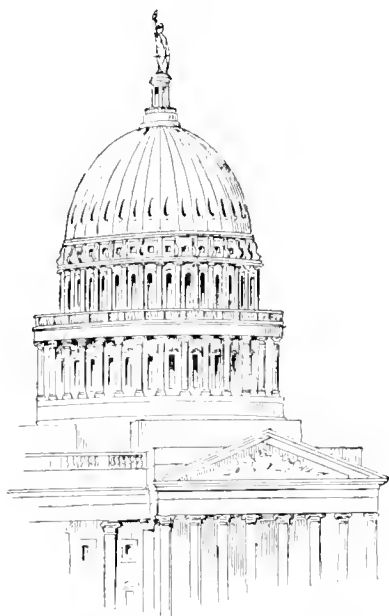
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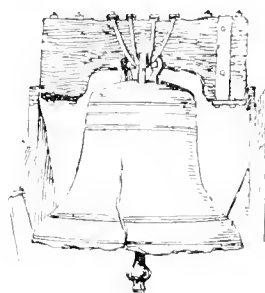
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"Crest of the Alleghenies"

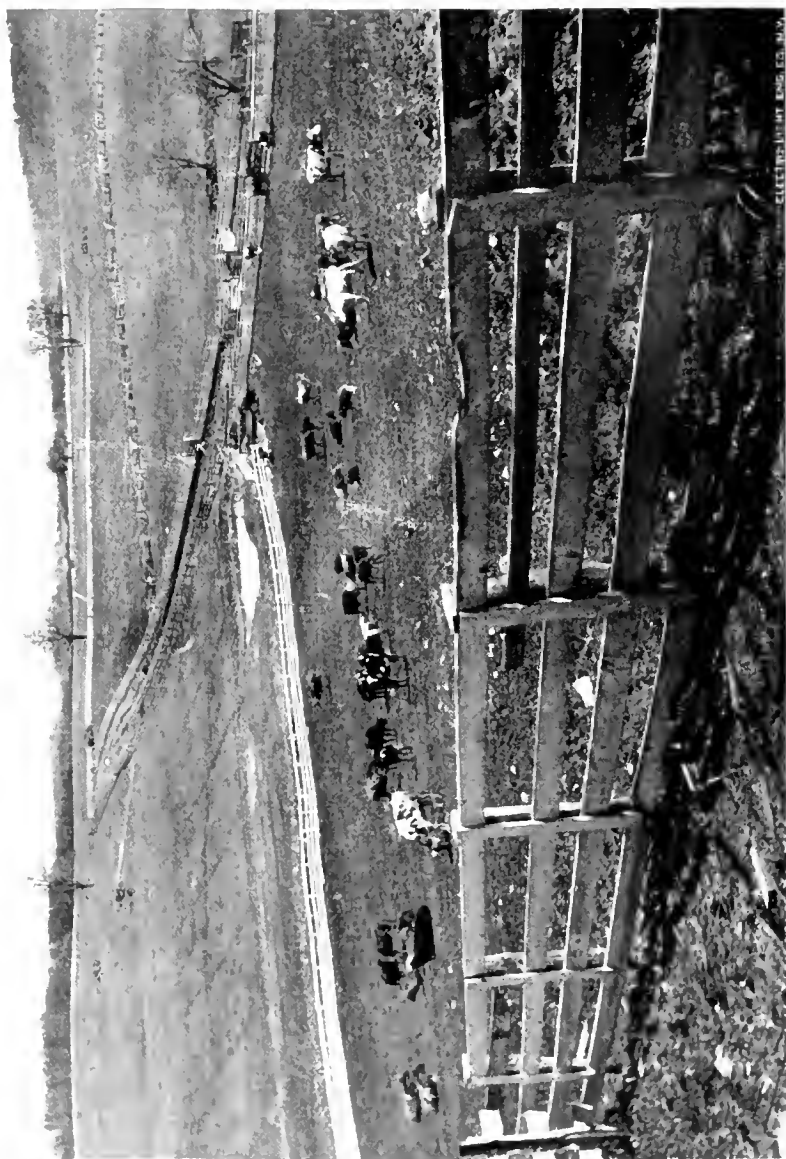
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A FARM IN VIRGINIA.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, FEBRUARY, 1898.

No. 5.

A MARYLAND MAID.

IN the years long gone, the prettiest maid by far in all the town of Frederick, that beautiful little city set so daintily in the midst of the Maryland mountains was Janet Foy.

At the time of this chronicle, Janet was just twenty, when if ever a girl is a tyrant—and what man will say she is not?—she is most tyrannical, and the fair and fickle maiden was exercising over her helpless subjects, not only in Frederick, but in Baltimore, Washington, Hagerstown and the circle of villages in the valleys, a sceptre which smote all hearts and left them bleeding and hopeless where they fell.

As for her own heart, had there been no answering rod which laid the stripes of punishment upon it? Is a woman's heart at twenty, hard, or, is it merely that she steels it against the cavaliers who attack it, and she laughs them to scorn and vanquishment, not because she loves men less, but because she loves power more?

Janet Foy was not at home and among her friends, the cruel tyrant and imperious woman her suitors claimed that she was, nor was she, among the people of her acquaintance, held in such esteem, except by the love-lorn youths who dangled in her train. Her friends admitted that she was a dreadful flirt, but they insisted that there was such sunshine in her face, and such sparkle in her roguish eyes, such music in her voice and such merry mischief in her laugh, that not a man or woman in Frederick would have given up their pleasure in these harmless attributes to have saved all the love-sick youths of the valley from immediate and perpetual desolation in which no gleam of hope could ever shine again.

Selfish creatures that they were, what did they care how many tender hearts of the male persuasion were crushed into bits so long as Janet Foy was a delight and a defiance to all the world? If she were a flirt, God made her so, and the simple people who knew her and loved her were quite content not to question or criticize the works and ways of an all-wise Providence.

But had her own light heart never known the touch of that pain which, once felt, is never forgotten?

Among those who had worshiped at her shrine longer, perhaps, than any other, though with less demonstration, was Frederick Ball, a young man who had been practicing law for five years, and who had for ten years dreamed of Janet Foy. He was five years her senior, and when he had seen her as a girl at the school they attended, he had unconsciously fallen in love with her. Usually when boys of fifteen fall in love with girls of ten the proceeding is by no means one of unconsciousness, for love at that demonstrative age is only another form of active consciousness; but with Frederick Ball it was not as with other boys. He was older than his years, and where the ordinary boy of his age would speak it seemed the better way to Frederick to give himself only to thought. It was thus that he never talked much to the pretty little girl across the school room, but he would look at her when he could without detection, and he dreamed of her when he dreamed of anything except his future as a great lawyer, for the law was his choice and his hope from the very beginning.

As the two children grew to manhood and womanhood Janet began to feel the

silent espionage of the young man she seemed to have known always without ever noticing particularly, and she became restive and later, woman-like, she resented it.

One day shortly after her graduation, when Frederick was already a full fledged lawyer, they set upon the high doorsteps of her father's house overlooking the square, in which stood the Temple of Justice, wherein Frederick hoped to be a high priest some day, and sitting there talking as young persons talk on doorsteps, they almost quarreled.

"You are so very peculiar, Fred," she said petulantly and as if feeling that it were necessary for her to defend herself against something she could not definitely designate.

"In respect of what, Miss Foy," he responded with a stateliness which was more sarcasm than dignity.

"I don't exactly know," she answered, feeling that while her argument might be defective she was sure of her facts, "but you seem to act towards me as if I were a little girl, and you were my grandfather and were constantly on the watch for fear I would run away."

"Have I ever said anything that would lead you to infer that I was your grandfather?" he smiled in kindly fashion.

"No, you haven't," she snapped back at him as if his tone nagged her, "but you make me feel as if you carried a sign before my eyes reading, 'Behold your grandfather'."

"That must be because I am so much older than you."

"A man at twenty-five is always the junior of a woman of twenty," she retorted.

"A lady asked me to-day how old Miss Foy was," he said easily, "and I did not give her much satisfaction. When I see her again I shall apologize and say that while I do not know Miss Foy's exact age, I have it on her own authority that she is older than I am and that I am twenty-five."

Her face flushed and the angry lines showed themselves around the corners of her mouth and about her eyes. She was on the point of making a hasty reply when she checked herself and laughed.

"You thought you would provoke me into saying something I shouldn't have said, didn't you?" she said. "Well,

I shall not do it. I am older than you are as I said I was, and I prove it to you by not doing a foolish thing under your provocation. Now, Mr. Attorney, you may go on with your argument."

"It is women like you are, Janet," he said seriously after he had laughed at her skillful manœuvring, "who make men do whatever they wish them to do, be it good or bad."

"But you are not of the kind of men whom women control in that way. There are women as you say I am. Mr. Ball, and there are men as I say you are. What happens when they meet? Is it the irresistible meeting the unsurmountable?"

Frederick had for a long time wished to speak to Janet exactly on the lines that now seemed to stretch straight before them both and by Fate's doing rather than by any planning of their own. Certainly not by any of his and he knew that Janet had no need of scheming.

"Janet," he said, with more depth of feeling than he had ever known, "whatever you would ask me to do, that would I do, good or bad."

The girl looked at him in amazement. Perhaps she had never thought of him other than as the friend of her school days and girlhood—a boy merely. Now there was in every modulation and accent of his voice and words the very spirit and strength of a man, and a man willing to do whatever she asked. If she had thought of him as a lover of hers who might one day become her husband, no one of those who saw her most ever suspected it for she had given no sign. He knew that she had encouraged him not so much as a master encouraged his dog. He had watched her smile on the dozens who flocked about her and he had prayed in his silence that some day she might smile on him, but not as she did on them. It was not the fraction of a smile he sought, but all—all—all.

What she may have thought she did not speak, and whatever of amazement followed his words passed as a summer cloud and she looked fairly into his eyes, cold and hard, but firmly.

"Mr. Ball," she said very slowly, "I shall take you at your word. I shall ask you to do for me what may be good or

bad as you make it. Come to-morrow evening here. And now, good-bye until then."

As Frederick Ball thought that night of Janet Foy it seemed to him that some new being had taken the place of the pretty little girl he had known, and he wondered what she would ask him to do when he came again the next evening. It was no trifling matter he was sure, for Janet had spoken as only a woman in her most serious mood could speak. Be her commands what they might be, however, he was prepared to obey them to the utmost limit. He dreamed of her that night, but his dreams for the first time were not bright as they had been. There was a shadow lurking in them which he could not define and when morning came he felt as if he were facing some evil. All day the feeling forced itself in upon him at intervals and when he met Janet in the evening he was not as he had ever been. As for Janet she gave no sign, except that she was very serious, indeed.

"Mr. Ball," she said, when they had sat for perhaps a half hour talking at random, "you remember last night that you said you would do anything I asked you to do, good or bad?"

"Quite distinctly, Miss Foy," he replied, "and I am no less willing to perform it now than I was to say it last night. What would you have me to do?"

She seemed to appreciate this forestalling of her request by asking for it, and she smiled and put out her hand to him.

"You have an ambition to be a great lawyer," she said slowly, "and you have made such a beginning here as any young man should be proud of. I ask you to give it all up and go to Baltimore, there to begin at the beginning among a strange people. I ask you—"

Ball was struck speechless for an instant and then he interrupted her.

"Why, what do you mean, Janet," he cried, "What can you mean? Do you want me to ruin myself? Do you want me to desert my friends? Have you no feeling for my own people? What of you and of me? Is it all to be lost for a foolish woman's whim?"

She did not change color under this attack.

"You said you would do for me anything I asked," she said coldly, "Am I

to understand by that statement just now repeated by yourself that what you say is not what you mean? That you will not do what you say you will do?"

He jumped from the step to the pavement below and walked up and down in front of her as if he were a caged beast under the lash.

"You do not know what you are saying," he exclaimed. "You, a girl, to demand this of me. It is silly, preposterous; it will make me the laughing stock of the town and will mark you as a dangerous flirt who would ruin a man simply to show her power over him."

"That is not the question. I have asked you to give up everything here and go to Baltimore to make a new beginning. I ask again that you do this for my sake, seeing that you have said you would do anything for me I asked, and that you do not return here or communicate with any one. You are to be for two years dead to what may be here. As for myself, I shall go on as I have gone on in the past. At the end of two years you may return. Now, what will you do?"

It was a tremendous question for a man to decide, but there was in Frederick Ball's nature that quality of chivalry which has made poetry and song and love, and with a sudden resolve he stood up before this girl calmly asking so much of him.

"Janet," he said almost fiercely, "what I have said I would do, that will I do. Good night," and he stepped lightly down and hurried away in the darkness.

The girl's eyes glistened and her face shone, with a feeling of triumph, shall it be said?—as the young man walked rapidly down the quiet street, his footsteps striking the time as a soldier's who goes away to battle and victory.

But was she glad?

A year had gone by and the wonder of Frederick Ball's disappearance had given place to other wonders as soon as it was known that he and Janet had quarreled and he had gone away broken hearted. That was the way the story went and Janet said nothing to make it a different story. As for Frederick, he was interdicted. He could say nothing in defense or explanation. He loved

Janet, and he was doing what she had asked him to do for her sake and without so much as a word of promised reward. It was enough to do something for her: that was its own reward.

As the first year went by and the second, Janet was no less the object of adoration to love-sick mankind than she had been always. She was to that manner born, and she could not prevent the men from falling in love with her. But she gave her thought to Frederick Ball, and as she thought of him, so silent, so submissive, the woman in her began to assert itself, and instead of loving him as she thought she should do for the great sacrifice he was making, she began to think that a man who would do all he had done for her was a weak man and did not love her as he should. If he had loved her, she argued, he would have told her in the beginning that he would not act so foolishly just because she asked him to, but like a sensible man he would have made his sacrifice by marrying her then and there and assuming the responsibilities of marriage, and would have become a good and useful citizen. As it was, he simply listened to what she had been silly enough to ask of him, and was now keeping himself away from her and making himself and everybody else miserable by his conduct, and she would not have such a man now if he came home that very minute. And so on to a great extent, as any woman under similar circumstances would do.

Whoever has come into the Frederick of to-day over the Baltimore & Ohio railroad has observed, if he has been at all observant, an old-fashioned white-washed stone freight depot just before the train stops at the station. On the roof at one end of this ancient structure is a little cupola, in which, in the time of this story, hung a bell. The building was the passenger station of the Baltimore railroad, and when the trains arrived, drawn by horses as they were then, this bell was rung to inform the people of the town that the train with its mail and passengers had arrived.

A day before the two years of Frederick Ball's exile had expired, Janet Foy was walking in the evening across the square in front of her home with two young attorneys, when they heard the

bell ringing at the station, and it was proposed that they walk over to the train, a distance of half a mile, to see who had come in. As they crossed the bridge over the little stream between the station and the town, they met the conductor of the train, whom they all knew, and he stopped and handed Miss Janet a letter. It was not addressed, but something told her it was a letter to be opened only in her own room, and she laughingly put aside the inquiries of her escorts and showed them the envelope to decide for themselves whence it came. She did not know, and told them so, but she suspected and she wondered, but she controlled her curiosity so admirably that it was after ten o'clock when her callers left and she had an opportunity to solve the problem.

She was nervous when she tore open the letter, and when she saw it was from whom she suspected she could not imagine what it meant nor why he should have written it.

"My Dear Miss Foy," it read. "I have decided that under the circumstances it would not avail me to come back to you after the expiration of my term of exile. You have given no sign in these long two years that a visit from me would be at all welcome, and I do not care to further pain and humiliate myself through the whims of, I fear, a heartless woman. Therefore, let me very briefly say farewell.

Sincerely,

FREDERICK BALL."

Baltimore, June 7th, 1845.

Janet's face flushed, and her first impulse was anger and resentment against what seemed to her to be an unjust imputation. She threw the letter to one side and began putting out the lights in the room, softly humming to herself, but not joyously. There was an undertone that was susceptible of more than one interpretation. That she was busily thinking the meanwhile was apparent, for presently she smiled as if she had met with an agreeable idea in her mental wanderings. She went immediately to her room then and wrote two letters.

The first was as follows:

"MY DEAR MR. BALL:

You have decided wisely.

Cordially, JANET FOY."

Frederick, Md., 10.15 P. M., June 8.

Then she wrote another which read in thiswise :

DEAR OLD FRED :

What is the use of your being silly, too? Don't you think it is enough for me to be so? What are you for if not to teach me better things? Whatever you may have thought of the exile you have been undergoing for this eternity it wasn't anything to what I have been experiencing. If you don't come to Frederick on the cars to-morrow evening you may look for me in Baltimore on the arrival of the train from this town the next morning.

Penitently,

JANET."

Frederick, Md., 10.30 P. M., June 8.

Then she laid both letters aside and went to bed to dream bright dreams, and early in the morning she awoke and went herself with the letters to the conductor to deliver them with instructions as to how he should give them to Mr. Ball, the one marked "1" in the corner first, to be followed shortly by the other, marked "2."

"That's all there is for you to do," she said with a smile. "Mr. Ball will do the rest."

Which Mr. Ball did, and the conductor afterwards said he never saw such a change in a man's face and manner as there was in Fred Ball's when he read those two letters from Janet Foy.

W. J. LAMPTON.

LOVE IN COURT.

TO Cupid's court she took the case,
A plain tiff was the trouble.
She'd fallen out with Charley Chase,
And in with Bow and Bubble.

Now Cupid sat in gown and wig
With little Puck assisting,
While Bow and Bubble, small and big,
As lawyers, did the twisting.

"What is your age?" asked little Puck.
"Dam—age, sir, is the question."
Roared Bow. Said Puck, "we'll be in
luck
If you'll avoid suggestion."

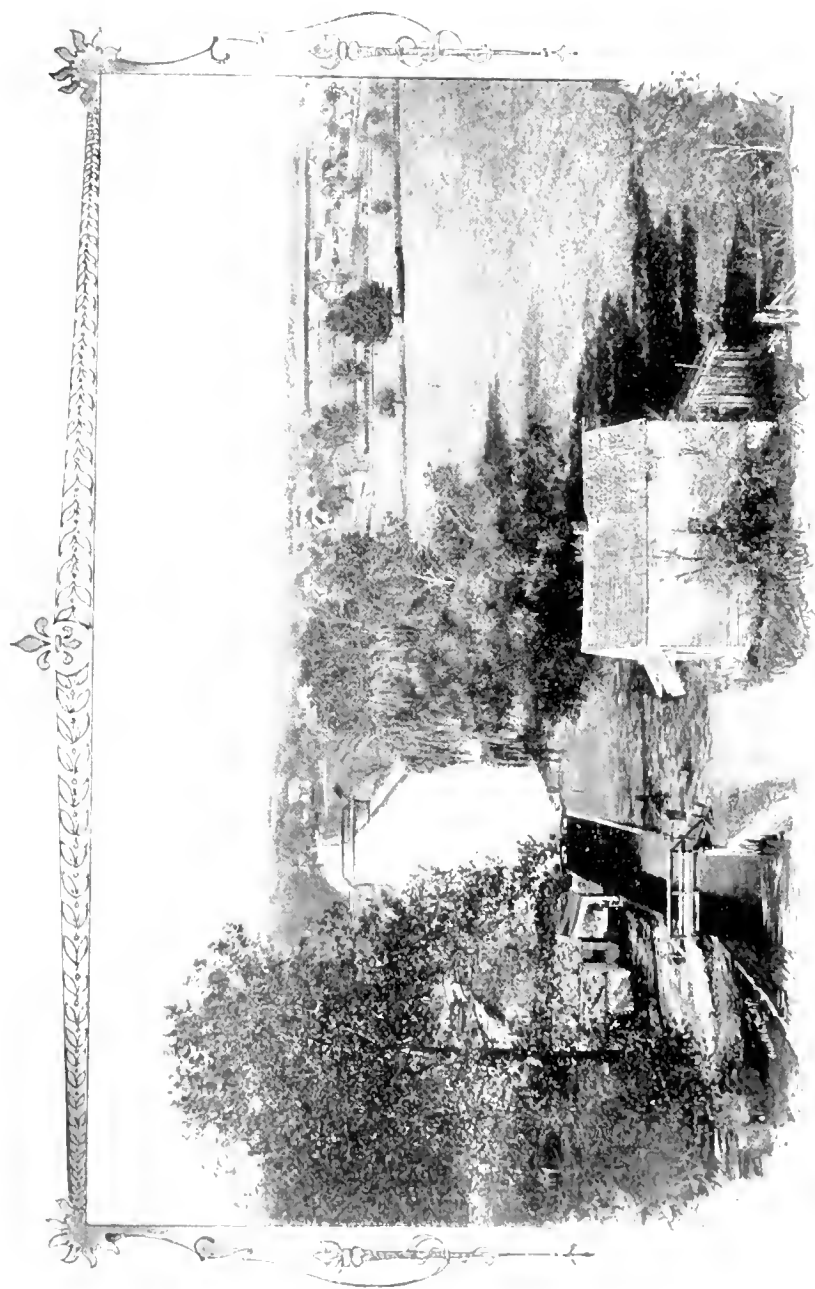
"'Tis breach of promise," loudly cries
Old Bubble. He o'erreaches;
For Cupid smilingly replies
"I know Love has no breeches."

Such were the points of every sort,
The lawyers fought like fury,
Until the case went out of court
With a divided jury.

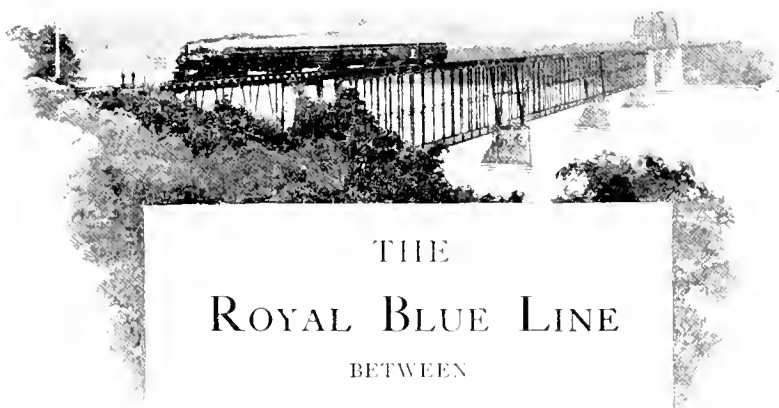
The bold defendant laughed aloud,
The plaintiff wept most timely;
Then Puck called "Order!" to the crowd,
And spoke these words sublimely:

"That damages they'd not agree
To give," said Puck, "'s infamous;
And therefore we'll be blessed if we
Don't give you a man-dam-us."

TOM HALL in MUNSEY.



LOOKING TOWARDS WASHINGTON CROSSING FROM VARDY BRIDGE. ROYAL BLUE LINE.



THE ROYAL BLUE LINE

BETWEEN

NEW YORK, PHILADELPHIA,
BALTIMORE AND WASHINGTON.

THE Royal Blue Line is as near an air line as may be achieved from the nature of the topography of the country, considering engineering economy as to easy grades and curves to reach either terminal and the local points of traffic. Hence, it is possible, with absolute safety, to reach the highest rates of speed obtainable from the most improved machinery. Add to this the high standard compelled by the supervisors of track in the maintenance of way of the three roads of the line, and the fast train service in operation is not a source of special wonder, but accepted as a matter of course.

A description of the route from New York to Washington is given in detail.

The "Royal Blue Line" boasts of two excellent terminals at New York; the one at foot of Liberty street and the other at South Ferry or Whitehall Terminal, foot of Whitehall street. This terminal is by far the most convenient in New York, as all trains of the Second, Third, Sixth and Ninth avenue elevated lines, Broadway, Columbus and Lexington avenue cable lines, East and West side belt line horse cars terminate at this point and under the same roof. Besides, the Staten Island Ferry, South Ferry, Hamilton Avenue and Thirty-ninth Street Brooklyn Ferries all leave this station.

The views of interest along the route are not a few and are full of attractiveness. Trains to and from New York pass near the shore, affording fine views of the bay and harbor, the shipping, the statue of Liberty, the forts and coast defenses, Long Island and Staten Island, with a distant view of the great cities; and if the ride be at night the scene is entrancing, the brilliant lights dotting sea and shore in every direction, and doubling their numbers by reflection in the dark waters of the bay, while over all, Liberty lifts high her torch and sheds a glaring light on the lesser ones below. Along the shore are the villages of Claremont and Greenville, lying near Bergen Hill. Bayonne and Bergen Point are on the peninsula between the two bays—with unsurpassed facilities for bathing, boating and fishing; the latter is a famous out-of-town residence point. At Centreville the smoking chimneys are those of the Standard Oil Company's and Lombard, Ayres & Co's great oil works, refineries and piers.

It is a long bridge of two miles across Newark Bay, a bridge of iron with a pivot draw laid on a pier of solid masonry, forced to the rock bottom of the bay by hydraulic machinery, making the pier as solid as the natural rock. A look from the windows on the north side will show the spires of the city of

Newark, and on the south the hills of Staten Island across the Kill von Kull. After crossing the long bridge across Newark Bay near its junction with the Kill von Kull, the route passes the great coal docks and manufactories of Elizabethport, where the branch from Newark joins the main line, and where leading southward the road reaches to Perth and South Amboy, Red Bank, Long

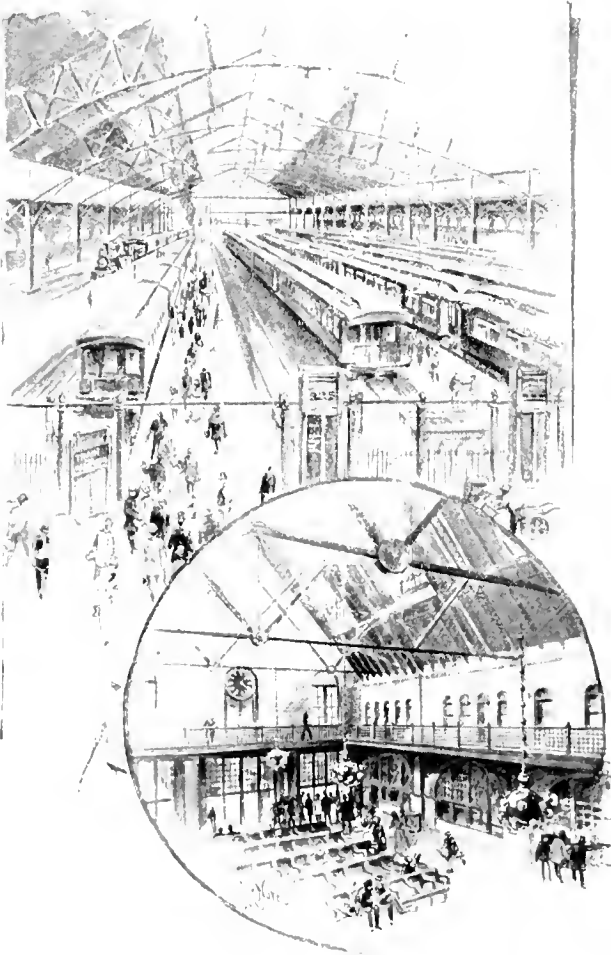
modities were different. Then it was of supplies for the interior from the markets of New York; now the traffic is in coal brought by rail from the anthracite regions to the immense piers and pockets at Elizabethport. Four or five thousand of the inhabitants of Elizabethport are the employes of one corporation—that of the Singer Sewing Machine Company, whose buildings cover many acres of

ground there—which, with numerous other manufacturing concerns, make the city a very busy and a very prosperous one.

Elizabeth was once the capital of New Jersey, and the seat of the College of New Jersey, which was removed to Newark and thence to Princeton. The city was named in honor of the wife of Governor Cartaret, who was Governor more than two hundred years ago. It is a fact not generally known that female suffrage was legal in New Jersey within the present century but it is alleged, that at Elizabeth they proved to be repeaters, and by a change of costume voted early and often at one particular election: the election was annulled by the Legislature and the right of suffrage taken away, and now they can't vote even at Elizabeth. There are few cities that can boast of better railway facilities than Elizabeth, as there are over two hundred trains a day between the city and New York, to say nothing of the direct communication by water. These facts and the great manufactories of all kinds indicate prosperity and

a great future. West Elizabeth is also called El Mora, and is the next station.

Roselle, a pretty village with a pretty name, fifteen miles from New York, and Cranford, two miles further, on the west side of the Rahway River, are charming places with stylish villas and cozy cottages, shaded streets and grassy lawns. Westfield is a growing town just at the foot of the Orange Mountains on the



BALTIMORE & OHIO R. R. STATION, JERSEY CITY

Branch, Asbury Park, Ocean Grove and other famous resorts along the Jersey shore.

Elizabethport was a famous port in the old Revolutionary days. Here George Washington left his coach and embarked for New York to be inaugurated as first President of the United States. It was a great shipping point then, as it is to-day, though the com-

CADOLY BRIDGE ACROSS THE DELAWARE RIVER





RAILWAY CREEK.

southern slope. Here are ambitious hills from whose tops the view takes in the great city and the bay and the nearer smaller cities all about. Fanwood, formerly Scotch Plains, distant twenty-two miles from New York, and which has for a close neighbor the village of Netherwood, also on the Orange foot-hills, is a favorite place for country seats of New York business men.

Plainfield is another favorite place of residence for a large number of solid business men of New York, who have here erected elegant homes, going to and

their first meeting-house on Peace street, which they still occupy; the Baptists also chose Plainfield as the place for their first church. While the literary circles of Plainfield include a large percentage of the people, there are not a few engaged in industrial pursuits and manufacturing, making the town one of the most thriving in the State. As a pleasure resort Plainfield presents many attractions, as the drives through the shaded streets to Netherwood Heights, along the Blue Ridge, and to Washington Rock on smooth well-kept roads,

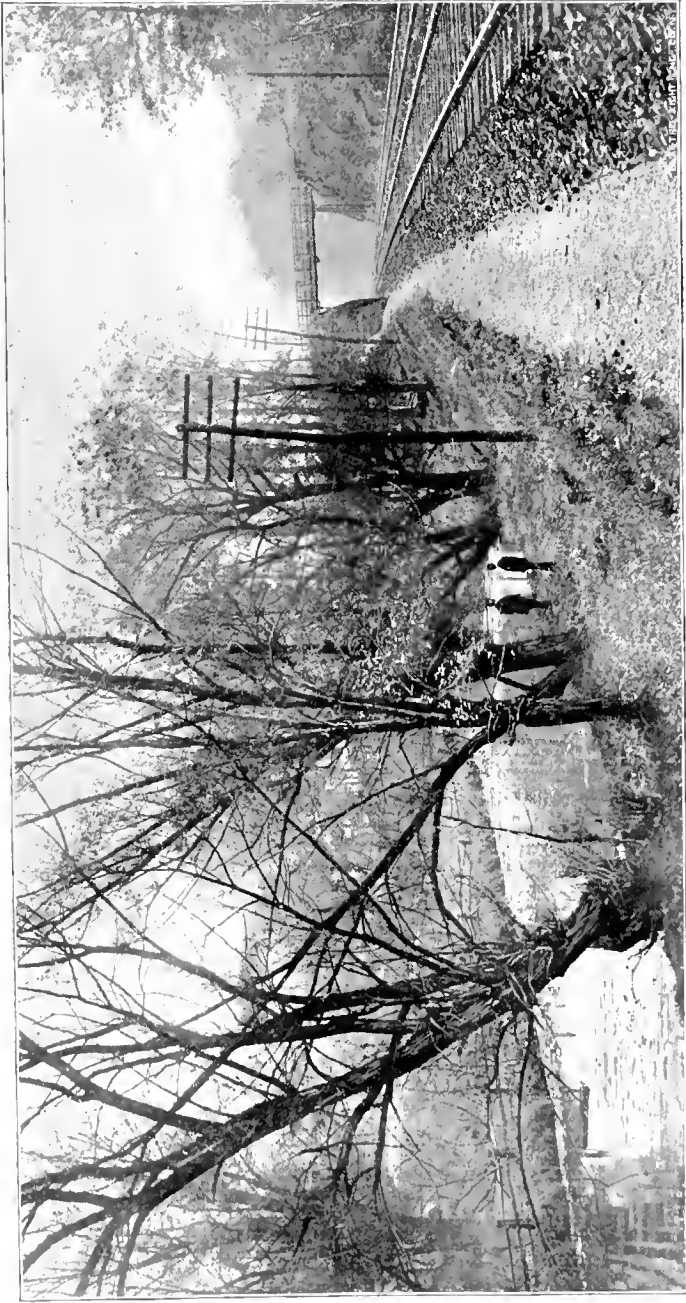


WEST FALLS BRIDGE ON SCHUYLKILL RIVER, PHILADELPHIA

to on the fast and frequent commutation trains with greater ease and comfort, if not less loss of time than many who live within the city's limits. Plainfield is one of the oldest of Jersey towns, its ancient history running back over a hundred and fifty years, when its first frame house was built in 1735. The town figures in the Nation's history as a point of importance during the war for independence. "The Rock" on the Orange hills is shown as Washington's observation point, from which he kept an eye on the movements of King George's soldiers under General Howe. Here also the Society of Friends built

amply demonstrate, to which may be added pure air and water, and a general pervading of the picturesque. Dunellen, next—twenty-seven miles from New York, charmingly and healthfully located in the long life district—is a picturesque village, whose shaded streets end in country roads, providing drive-ways to neighboring towns and the mountains.

The Middlesex County Club have shooting grounds at Dunellen, and the only real English "Bowling Green" in Jersey is at Dunellen. Spring Lake, with its delightful rowing and fishing, is only a mile away.



NESLAMINY CREEK.

Bound Brook on the Raritan River, is the junction of the Central Railroad of New Jersey, and the Philadelphia & Reading, and obtained its name from the brook east of the station, which was a land boundary in the Colonial days—a name handed down to the Bound Brook Route, the pioneer fast line. From this point there is a turn more to the southward, following closely the old stage road. Bound Brook is a very old settlement, the name occurring 230 years ago. The first house was called by a name rather unpronounceable,

before the steam in the tea-kettle of James Watt's mother had lifted the lid, the old line of Swift-Sure stages made a stop here.

The middle link of this great tripartite through line is reached at Bound Brook, where its trains enter upon the New York division of the splendid Reading Railroad System. From this point the line runs straight away southwest through the beautiful and productive garden lands of Somerset and Mercer, to where the River Delaware flows between New Jersey and Pennsylvania.



RIVER DRIVE FAIRMONT PARK PHILADELPHIA

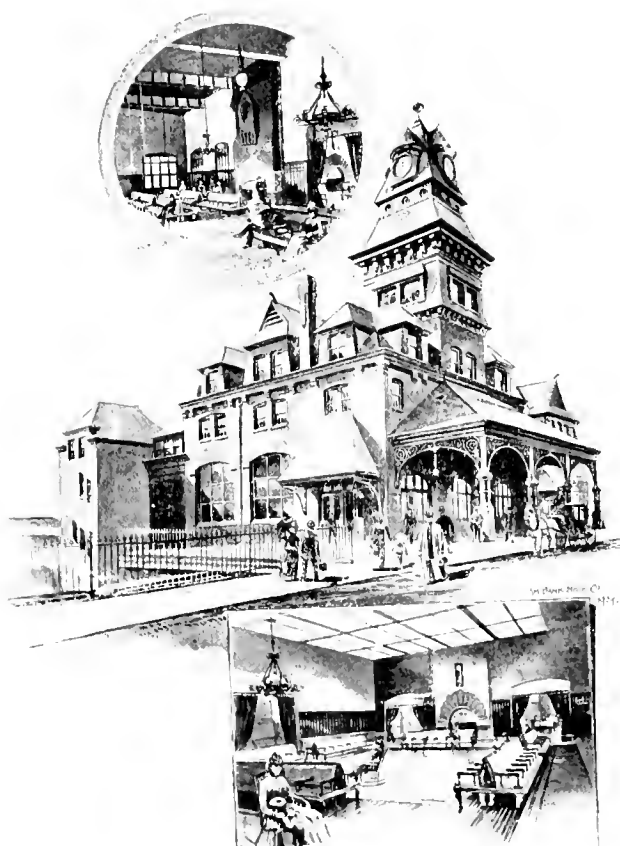
Rackawackhanna, and was the headquarters of Lord Cornwallis in 1777, and of the notorious Col. Simcoe. The first two-story house, built in 1784, was apparently regarded as too ambitious a structure; and as it suggesting that the owner was inclined to put on airs, was denominated "Van Norden's Folly." The Queen's Bridge was built across the Raritan in 1731, and used by the old-time stages, at that time the only means of public travel. The village has long been a station on the line of travel between New York and Philadelphia, long before railroads were dreamed of;

Wide-stretching fields of waving grain alternate with orchards whose serried rows of trees bend beneath a generous fruitage, while on the farther hillsides cluster herds of highest pedigree. Smiling villages dot the far-horizoned landscape, and wide as the traveler's vision may reach are evidences of thrift and peace and plenty.

The first station met upon the "Reading" is Weston, a charming village thirty-five miles from New York and fifty-five miles from Philadelphia. It is the centre of a prosperous agricultural section, as is likewise Hamilton,

another pretty station a few miles further westward. Next comes Belle Mead, famous for its great stock-breeding farms, and then Harlingen, situated in the pleasant and highly productive centre of Somerset County. Skillman is just midway between New York and Philadelphia, being forty-five miles from either, and an important town is rapidly

Passing Stoutsburg, -lying in a rich farming and grazing region, we come to Hopewell, a manufacturing and agricultural town of considerable importance, having a population of about 1500, with several handsome churches, schools and stores. On the left of the track, a half mile below the handsome station building, may be seen the immense stone

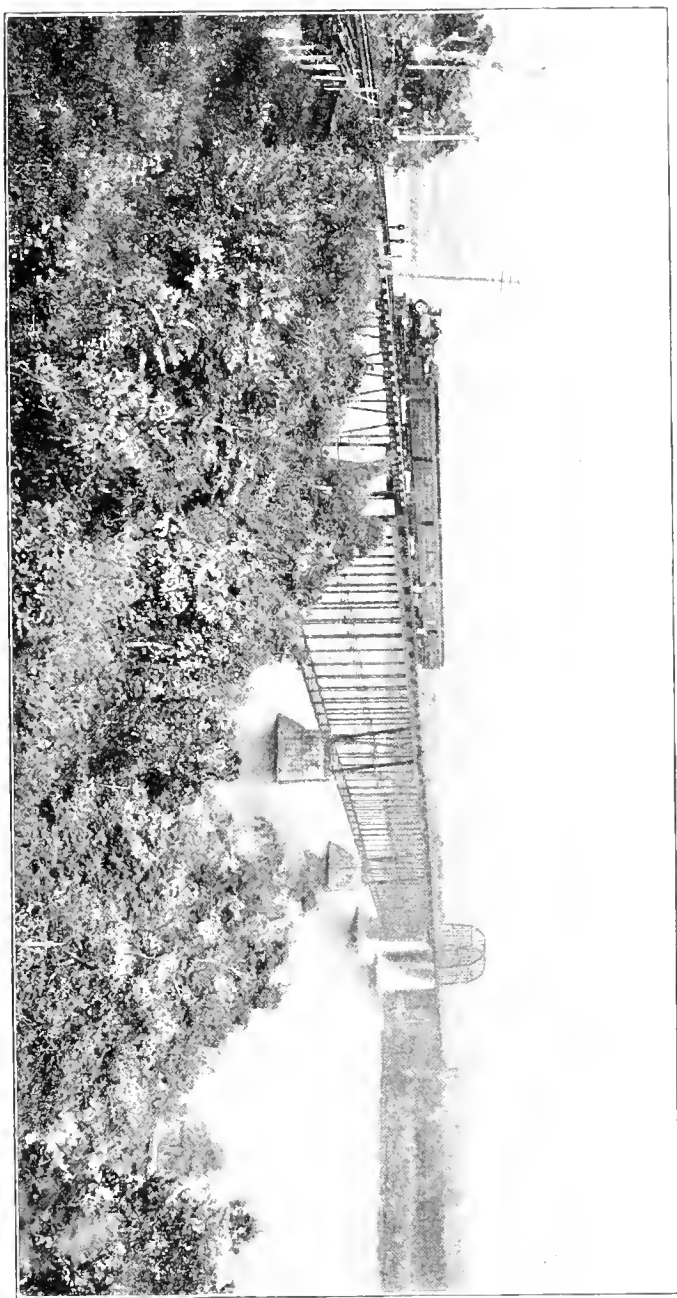


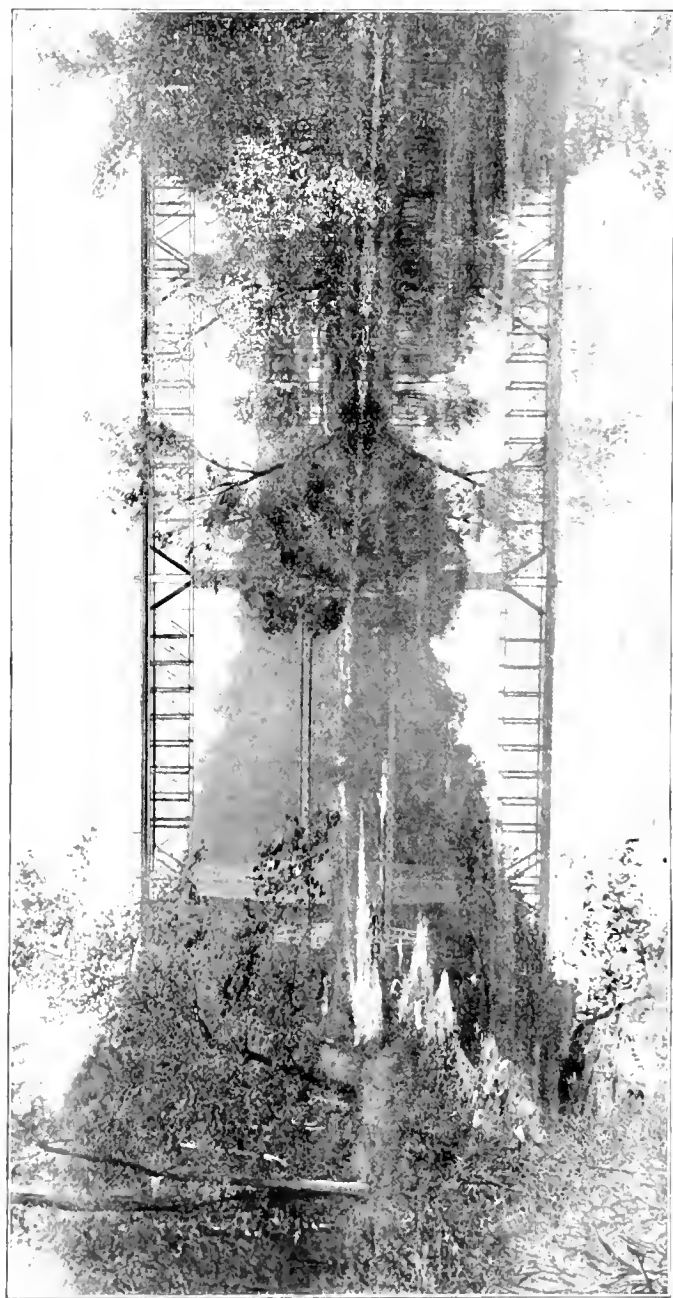
BALTIMORE & OHIO STATION, PHILADELPHIA

growing around the handsome station building. And here it may be said that wherever the traveler may journey upon the widely extended lines of the Philadelphia & Reading Railroad he will be struck with the architectural beauty of the stations with their tasteful surroundings of spacious lawns and blooming parterres. This is one of the pleasantest features of the "Reading."

breakers which supply the "ballast" for this portion of the Reading's lines. Moore's is the next station and beyond it Pennington, one of New Jersey's most delightful towns. It contains many homes of wealth and culture, and is the site of Pennington Seminary, a noted educational institution. Passing Ewing, we arrive at Trenton Junction, distant fifty-eight

ROYAL BLUE TRAIN CROSSING THE SI-SU CHANNA

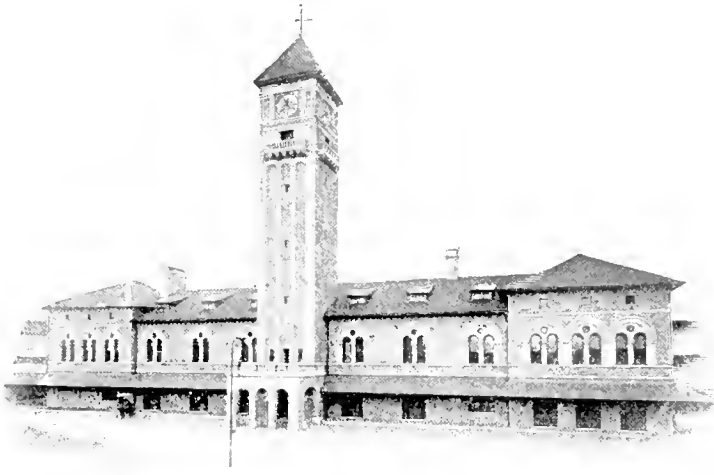




ROYAL BLUE LINE BRIDGE OVER THE BRANDYWINE.

miles from New York and thirty-two from Philadelphia. Here diverges a short branch line running into the city of Trenton, New Jersey's capital, and the seat of vast and varied industrial enterprises. It has a population of 62,000, and is situated on the left bank of the Delaware River at the head of steamboat navigation. In addition to the handsome State Capitol it contains numerous imposing public and private buildings, fine hotels, churches and business edifices, while its residence thoroughfares display many beautiful architectural effects, surrounded with ample and tastefully laid-out grounds. The presence of large deposits of iron ore in the vicinity has made it an important iron manufacturing centre, while the

Woodbourne and Glenlake, the stations ornate structures of red brick and tile. The country hereabouts is famed alike for its picturesque beauty and its fertility, and the traveler with artistic eye will catch glimpses of many a pretty bit of scenery. At Langhorne, sixty-seven miles from New York and twenty-three from Philadelphia, the great suburban district of the latter city begins. Here is located the new and elegant Langhorne Hotel, a favorite summer home of Quaker City fashionables, and about it have sprung up numerous stately villas owned by wealthy and eminent Philadelphians. At Parkland the sect of Spiritualists have established a very large camp-meeting ground, where, in long rows of little cottages strung out



MOUNT ROYAL STATION BALTIMORE.

beds of porcelain clay which underlie and surround it have rendered it famous as the chief seat of the pottery trade in America.

Again starting westward from Trenton Junction, the Delaware River is crossed by means of a magnificent bridge which spans not only the river, but the entire wide valley. It is constructed on massive granite piers, and is considered one of the triumphs of modern engineering. The view from the bridge, in either direction, is indescribably grand. Being now within the borders of the Keystone State, the first station reached is Yardley, a handsome little town on the west bank of the Delaware, pervaded by a general air of thrifty activity. Succeeding it are Makefield,

through ancient forest aisles, hundreds of persons spend the hot weather months in sylvan simplicity.

Neshaminy Falls derives its name from the romantic Neshaminy Creek which, coming down through a broad and wooded gorge, falls over a dam just above the high railroad bridge, forming a pretty cascade. This is a favorite resort for large picnic parties from Philadelphia. At Trevose is located Simpson Grove where a great Methodist camp-meeting is annually held. Somerton is a handsome town of suburban homes which has recently taken on a new impetus of growth, and the favorable conditions by which it is surrounded bid fair to make it one of the most populous on the line.



GLIMPSES OF BALTIMORE

Philmont, Bethayres, Paul Brook, Rydal and Noble are typical Philadelphia suburbs, and no city in the world is more favored in the advantages which it possesses in the way of accessible, healthful and beautiful suburbs. The country is high and rolling, and, look in what direction one may, the views encountered are superb.

Jenkintown is the junction point whence diverges the Reading Railroad's Bethlehem Branch, leading up through Northern Pennsylvania, the Lehigh, Wyoming and Susquehanna Valleys, to Buffalo and Niagara Falls, and also a branch road running into Third and Berk streets, Philadelphia, near the great textile, iron and ship works that abound in the northeastern section of the city. Jenkintown itself is a lovely suburban place, long fixed in the affections of Philadelphians. Postmaster-General Wanamaker and other prominent gentlemen have country houses in this vicinity.

Cheltenham Hills, Ogontz, Ashbourne, Melrose, Oak Lane, Lawnton, Fern Rock, Tabor and Logan form a chain of suburban settlements that are certainly unsurpassed and probably unequaled for natural beauty and artificial adornment. The thickly clustered hills are dotted far as eye can reach with the palatial out-of-town residences of merchant princes, and the less costly but equally tasteful cottages of those more modestly endowed in the matter of wealth.

Wayne Junction is the focus and concentrating point of the entire Reading System, and one of the most important junction points in America. From this busy spot radiate lines of railway toward every point of the compass, and the traveler, to whatever destination bound—be it among New England's rocky hills or the bleak fastnesses of Canada; on the far shores of the Pacific or the sands of the southern Gulf—may find here a direct line. North of Wayne Junction are the beautiful regions of Germantown and Chestnut Hill, reached by one of the Reading's branches.

Southward runs the direct line into Philadelphia. A station at Ninth Street and Columbia Avenue gives convenient access to the vast residence area in the northern part of the city, while the prin-

cipal depot and terminus of the Reading Railroad is located, for the present, at Ninth and Green Streets, within a short distance of the public offices, hotels and business centers. An elevated railroad to carry this line to the geographical center of the city is now in course of construction.

Starting again at Wayne Junction, is the route taken by the trains of the New York and Washington Royal Blue Line. Just south of Wayne Junction the train passes to the Richmond Branch of the Reading Railroad, whence it proceeds westwardly, flanked by enormous manufacturing establishments, to the Falls of Schuylkill. Here the road is carried across the Schuylkill River on a magnificent double track bridge from which the traveler catches his first view of that romantically beautiful stream which has formed the theme of poetic song.

At West Falls connection is made with the Reading Railroad's main line which stretches away to the northwest 200 miles, into the great coal, iron and lumber regions of Pennsylvania, through mountain scenery of wonderful grandeur, with its innumerable branch roads and laterals literally grid-ironing the central portion of the State. And now the train is moving southward, along the river bank, and vistas of surpassing natural beauty follow one another in quick succession. This is Fairmount Park, of world-wide fame. Passing the celebrated glen and hill of Belmont, it swings across the Schuylkill and runs down through the eastern edge of the great Park to Girard Avenue Station, leaving which there is a plunge into a tunnel (where the cars are always lighted as at night) and, on emerging, a run of few minutes brings the train into the magnificent new passenger station of the Baltimore & Ohio Railroad at Chestnut and Twenty-fourth Streets, Philadelphia. Leaving the city the route is over the Baltimore & Ohio Railroad, known to fame as the "B. & O." with the appropriate prefix of "picturesque"—this title was acquired before the completion of the Philadelphia Division, but the acquisition of that division only clinched the right to the title—and the ride between New York and Washington is made attractive by new scenes wherein there's many a choice bit, as the

artists say. The traveler accustomed to the sameness of frequent journeys of the old days when the hours must be whiled away with magazines and papers, may, if he travels the new line, find much to interest if he will look through the car window. This interest commences when the train passes from the train shed of the great passenger station at 24th and Chestnut streets in Philadelphia, and runs along the eastern shore of the Schuylkill in full view of the river and the shipping, and crosses the stream on a fine steel bridge—coming to the higher ground of Philadelphia's suburbs, where the beautiful views that are so attractive in the approach to the city from the north are repeated on the south side. Between the hills are rushing streams, and on the hills with terraced grounds is many a villa and dainty cottage home, graveled roads and walks leading from tasty station buildings. Here are the homes of business men of Philadelphia, who find a convenient and rapid transit on the fast and frequent commuters' trains that start from 24th and Chestnut streets, near the city's centre. Beside these newly built houses of modern architecture there are still standing some relics of the old Colonial days in the solid stone houses that were farm-houses in those days; and at one place where the road crosses an iron viaduct, there stands below the track a mill whose walls are built so solidly, as was the fashion in the "times that tried men's souls," that it might have served as a fortress if there was need for the mill to stop its more peaceful duty of grinding corn, and turn out hot shot for a red-skin or a red-coat—I don't say that this is the history of the mill, but it might have been—anyhow, its old-fashioned walls of unhewn rock makes the centrepiece of a pretty landscape. The suburban stations here are 60th street, Mount Moriah, 70th street, Darby, Llanwellyn, Folsom and Ridley, scarcely a mile apart, all rendered pleasing and attractive by beds of choice plants and flowers and terraced yards. Farther on, and eleven miles from Philadelphia, is the city of Chester, which lies on the east side of the road on the banks of the Delaware, whose waters are seen across the valleys that gap the interven-

ing hills, but with no disadvantage to the view, however, since a pleasing variety is thus given to a prospect that might otherwise grow to monotony. If an engineer ever ran his surveying chains with the idea in view of selecting a right of way, affording a continuous change of scene, he must have been in the employ of the B. & O., and his work here leaves pleasant memories to a grateful traveler. At Chester are the John Roach ship-yards, from whose ways have been launched some of the finest ships of the United States, as well as many in the mercantile navy.

Following the western shore of the Delaware, the road comes to Wilmington, passing the stations of Upland, Village Green, Carpenter, Silver Side and Concord.

The station at Wilmington is a model one, and a view of it has been selected as an illustration in the B. & O. guide books. As the trains approach Wilmington from the east they cross the "Brandywine River," a stream rich in historic interest. Wilmington is a city of ancient renown, dating back to the earlier part of the country's history as one of great importance for its manufactures in general, and in particular for its great ship-yards, from which have been launched every kind of craft from a man-of-war to a pleasure yacht—ships and steamboats—the mammoth and magnificent "Puritan" and the "Pilgrim" own Wilmington as a birth-place, as does also the "Plymouth." These are fair examples of the skill of the artisans of Wilmington and their chief contribution to the American merchant marine, while they also claim some of the staunchest and fastest of the armored cruisers of the Navy of the United States. Leaving Wilmington, the line also leaves the Delaware, and crossing a narrow neck of land comes to the head-waters of Chesapeake Bay. As it will be remembered, Concord was passed just before reaching Wilmington, and as we leave that city scarcely half a score of miles we come to Harmony, and it is easy to say there is no discord anywhere on the line.

Newark, in the State of Delaware, is a town of some importance. The Delaware State College, the State Normal School and the Academy of Newark

are located here. Barksdale, Singierly, Childs, Leslie and Whitaker follow in their order. The stretches of water to the east seen from the windows of the cars are arms of Chesapeake Bay; they come into view at intervals for miles, showing the white sail here and there of a pleasure boat or a fishing smack. The grand view is at the crossing of the Susquehanna at Havre de Grace, a point long famous as one of the views of American travel, even before it could be enjoyed from a car window, and when the transfer was by boat. The bridge which now spans the river is a magnificent structure of steel and iron, resting on piers of solid stone, and is one of the finest examples of modern bridge building; the bridge is a long one, and there is time to enjoy the views on both sides; on the one the waters widen out into Chesapeake Bay far to the eastward, and on the other the River Susquehanna comes down in a mighty volume, irrigating the fertile valley and merging itself here in the salty seas, having in the main done a duty but at times a flood of mischief.

On the hills to the east stands the village of Havre de Grace, where some old-time houses are in view. The region hereabout is famous in the markets of the great cities for its canvas-back duck and peaches, the way-back counties of Delaware and Maryland on both sides of the bay being the haunts of the one and the orchards of the other.

After leaving the river the road runs through higher ground with an occasional glimpse of the bay on the east side, passing the finely located stations of Osborne, Aberdeen, Stepney, Van Bibber, Clayton, Bradshaw, Morrison, Matthews, Rossville and Bay View.

At Baltimore, the first stop is at Mt. Royal Station, the most beautiful station owned and built by any one railroad in the world. From Mt. Royal the famous tunnel under the heart of Baltimore, through which trains are run by electricity, leads to Camden Station, the oldest railway station in the world and famous in history.

Leaving the long train sheds of Camden it is a mile-a-minute ride oftener than a slower one hence to the Capital. The route for the first nine miles is that of the first passenger railroad of this country, and of the original B. & O.

which ran from Baltimore to Ellicott's Mills, also the route of the first telegraph line in the world; *apropos* of the agitation now as to burying the wires, this first line was to be laid in lead pipe under ground. The curiously arranged plough that was to make the trench is still shown; the rocks and roots that impeded the progress of the plough did not hinder the stringing of the wires on poles, and they have been there ever since.

At Relay the route to Washington leaves the old line, and here at the station is one of the very choicest bits. The picturesquely built station of blue limestone stands in the Y of the two tracks in the midst of a pretty little park adorned with rare plants and flowers. A playing fountain and a monument are the ornaments of the grounds that are shaded by a hill covered with forest trees through which may be seen some summer homes of Baltimore people. From the west the Patapsco River rolls noisily over a rocky bed through what a Westerner would call a canon or a Mexican a *barranca*, a narrow valley hedged in by high hills on whose sides a winding road reaches the country houses on the summits. The monument in the park commemorates the completion of the Viaduct at Relay, a splendid structure built in solid stone arches across the Patapsco. On the monument are inscribed the names of the projectors and builders of the Viaduct and the officials of the Company. Passing in either direction a look from the windows on the east side of the cars will afford a view of the Viaduct, the station, park, monument and fountain, a grouping which makes a picture both pleasing and beautiful.

There are stations and stations, of more or less attraction, but the fast trains have no time to stop; they hurry on, even past Annapolis Junction—where a branch line leads to the capital of Maryland and the seat of the United States Naval Academy—over a solid double-track roadway where the fastest time is possible, and in less time than it takes to write the story, the wheels roll rapidly into the station that is under the very shadow of the Dome of the Capitol at Washington.

The equipment embraces the latest

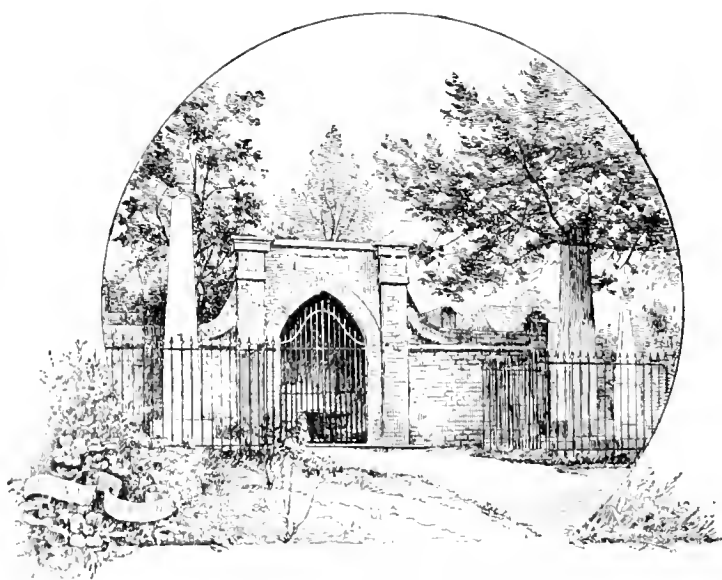
improvements of locomotive or coach, and the newest things on wheels that may induce comfort, safety or luxury, are in use.

To write of the Pullman Palace Car for Americans to read is to tell an oft-told tale whose adjectives run altogether in the superlative degree, a story that is familiar in all its details of comfort, luxury, and magnificence—these, as the Spanish say, “go without saying,” when the Pullman Car is under discussion. But it may be said here that all that have proceeded from the model car shops of the world have examples in this equipment, and the very newest, the very latest features of use or ornament are on duty here, or hung up to decorate; the sleeping cars with beds of ease; parlor cars with chairs and sofas of a drawing room; the dining car with the china of Dresden, and a larder stocked with the cream of the best markets in the world, manipulated by *chefs* of French tuition in the art *culinaire*; the buffet and cafe cars, with all these words imply, in eating or drinking, and the smoker with its easy chairs where one may loll and lose the present, and see in the blue curls of the smoke of a fragrant Havana visions of the future or call up the dreams of the past. All these roll on the wheels of the Royal Blue Line, vestibuled under one roof, and as the passenger agents

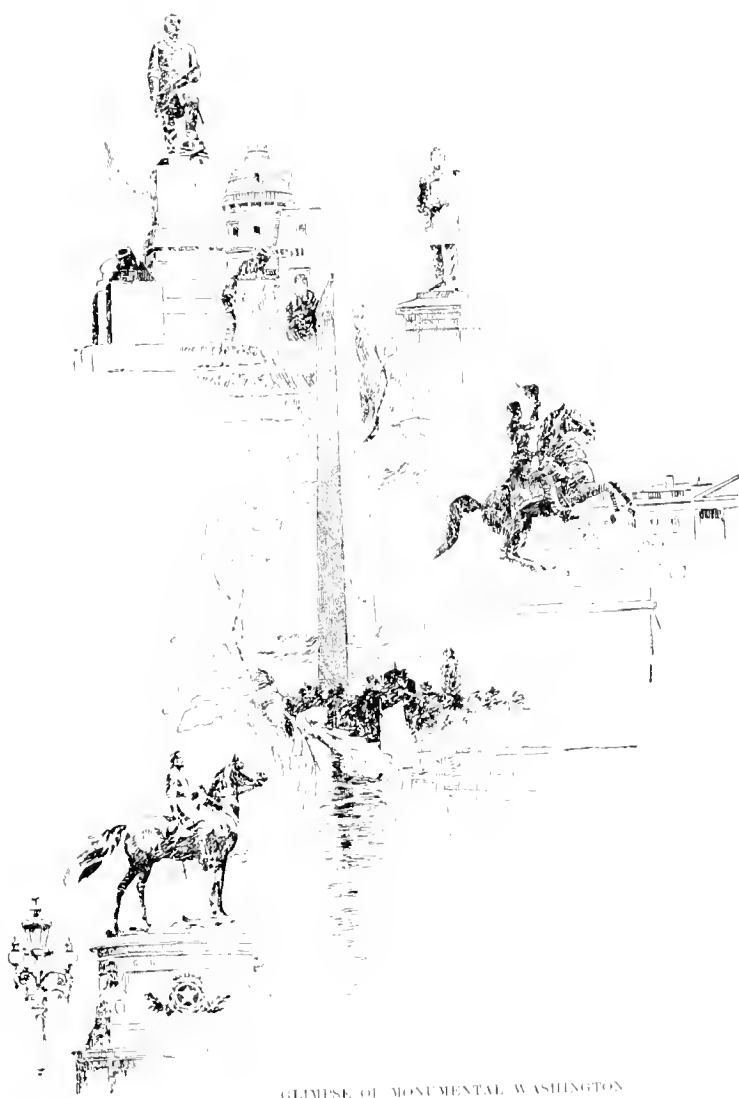
say, “run solid and without change.” The coaches, or as one would say, the “ordinary day coach,” becomes here an extraordinary day coach in point of finish and appointment of convenience and comfort for the traveler whose purse or preference may exclude the more exclusive Pullman car. Well lighted and ventilated; comfortable seats, lavatory and toilet accommodations for ladies and for gentlemen, and every convenience found anywhere on wheels, are in the day coaches of this line. In fact, whether in this car or that, the traveler lives in luxury as he rides right royally.

An additional feature of paramount importance is the absolute safety of the Royal Blue Line trains. The cars are not only vestibuled but they are further protected by Pullman’s Anti-Telescoping device, an invention that effectually prevents the crushing of the cars in case of collision. Furthermore, the cars are all lighted by Pintsch gas and heated by steam.

The engines pulling these perfect trains have long been the models for fast goers. Of great power as well as capacity for speed, the percentage of arrivals on time is greater than the average; and it is a matter of record that these locomotives have made the figures smaller for the miles traveled, and established for the line the title of the Pioneer Fast Line.



TOMB OF WASHINGTON, MT. VERNON



GLIMPSE OF MONUMENTAL WASHINGTON

BOBBIE

BOBBIÉ'S début in railroad circles at Superior was marked by a rather peculiar circumstance.

On June 3, 1893, a forlorn-looking fellow, having all of the outward appearances of a typical tramp, made application for a position as switchman. He was accompanied by a lanky, though wiry-looking little dog, with a stubby tail which would lead one to believe that it had been put through a threshing machine.

"There are two of us," said the tramp, "and, if you give us employment, I believe you will have no reason to find fault with us."

"Who is the other?" inquired the brawny-looking yardmaster. "Why didn't he come with you? I am in need of another man. Go get him."

Then the applicant explained that Bobbie, his dog, could make himself generally useful about the yards, and he asked the privilege of keeping him in case he were given employment.

"I want nothing to do with your dog," retorted the yardmaster, "but you can go to work if you care to. I will say, however, that you may have your dog with you about the yards at owner's risk."

Early the next morning the new switchman was on hand, and accompanying him was the dog, a merry twinkle in his eye, as if he saw in his surroundings an opportunity to display some of his acquired skill. The new switchman took his position upon the tender of 26, an engine which was used almost exclusively for transferring cars to and from the coal docks, and to the big mills and elevators along the bay front.

It was here that little Bobbie displayed his first cleverness. With panther-like swiftness he jumped up the side steps of the moving engine, and then into the cab where the engineer was seated. He then climbed upon the roof of an attached box car, and sat there until the car was properly side-tracked, when he bounded to the ground and went back into the

engine cab to wait the coupling of another car. The men began to like the little fellow, but it was not until some weeks after, that they became thoroughly convinced that they could depend upon Bobbie's signals as of those of a man. When Bobbie wanted the train stopped, he would run back and forth on the tracks in front of the moving engine, and would keep up his maneuvers until the engineer recognized him by a toot of the whistle. When on top of a box-car he would signal a train to stop by moving his paw up and down; a shake of his head was understood by the engineer to be a signal to go ahead.

He was particularly useful at night, for the reason that he could stand upon the top of a box-car next to the engine, where he would duplicate the signals of the brakemen at the farthest end of the train. He was never known to make a mistake, and was never known to meet with an accident except the one which proved fatal. Bobbie knew the difference between the engines in the yards, and it was wonderful how he could signal down the right one, when the yardmaster would dispatch him to certain parts of the yards with messages for the engineers. He was greatly attached to all of the engines and their crews, but was particularly so to "old 26," the one upon which he commenced his services.

Bobbie was only an ordinary mongrel dog, but there never was, and there probably never will be, a dog that will have a better knowledge of railroading than he. For four years he had been in the employ of this northern road, not as a watchdog but as a switchman, and for faithfulness they never saw his equal. He could jump the footboard of the moving engine with ease, climb the steps of the caboose, and run upon the top of the box-cars with rapidity. He had been taught to signal the train, swing the lantern in his mouth at night, and was particularly useful in carrying switch lists from the depot to the trainmen at the most remote ends of the

yard. He could do, in fact, almost anything that was required of a brakeman with the exception of tightening brakes, coupling cars, and climbing the ladders on the box-cars.

"Bobbie" again rides close to the pilot of "old 26," but he does not jump off and on, the way he used to. The dog and the engine were regarded as inseparable by the train-crew until about two months ago, when the frivolous little canine slipped beneath the wheels of his heartless comrade and was cut to pieces.

The untimely death of the little scamp was a source of regret among the employees generally about the yards, and even by the trainmen along the northern division of the road, nearly all of whom had known him during the years that he had been a railroader. On the day of his mishap a number of the boys got together and passed a resolution to the effect that, if it were possible, the animal should be stuffed. Accordingly a subscription was started among the employees, office force included, and in less than three days nearly every trainman had "chipped in." The mangled body of Bobbie was then shipped east. Four days later, the foreman in charge of the crews, received a telegram that the body of the dog was so badly lacerated that it would be a difficult job to stuff the animal, and that the expense would be more than the trainmen would want to pay.

"We don't care if it cost \$1,000," remarked one of the brakemen. "We are going to have Bobbie stuffed and placed behind the pilot of the engine, just where he used to sit."

Nearly every member of the crew agreed, and a telegram was immediately sent, instructing the taxidermist to spare neither pains nor expense in preparing the hide. A second assessment upon the boys brought the amount up to \$310, which sum was expended upon the work. Bobbie was sent back, looking almost as bright and cunning as ever, when the boys immediately placed him upon the front of the engine just behind the pilot. The employees in the Northwestern yard had also known Bobbie for a number of years, and one of them suggested that a collar should be bought for him. Another collection was taken up, and a gold collar was purchased immediately.

Then there came an order from the shops at Brainerd, demanding the old engine be taken out of service at Superior, as it was greatly in need of repairs and not fit to work longer. A general protest went up all along the line. A petition to the division superintendent was started, and in two days the entire force signed, asking the superintendent to leave the old engine at Superior, or if it must be repaired, to return it as soon as the work had been properly executed. The engine was sent to the shops for repairs and during the interval Bobbie occupied a corner on a desk in the freight department.

J. D. SCANLAN.



FINNIGIN, FLANNIGAN, ET AL.

THE story of Finnigin's report to Flannigan isn't a new thing, but it's a good thing and worthy of being pushed along. Every time it is published it is read with renewed interest and the "bilin' down" of Finnigin's "repoort" has become notorious. To help it along we reprint it as follows:

"FINNIGIN AND FLANNIGAN."

Superintindint wuz Flannigan;

Boss of the siction was Finnigin.

Whiniver the kyars got offen the thrack

An' muddled up things t' th' divil an' back,

Finnigin writ it to Flannigan,

Afther the wrick wuz all on agin.

That is, this Finnigin

Repoorted to Flannigan.

When Finnigin furst writ to Flannigan,

He writed tin pages—did Finnigin;

An' he tould jist how the smash ocured—

Full minny a tajas, blundering wuurd

Did Finnigin write to Flannigan,

Afther the cars had gone on agin.

That wuz how Finnigin

Repoorted to Flannigan.

Now Flannigan knowed more than

Finnigin,

Hid more idjucation— had Flannigan;

An' it wore 'm clane an' complatly out

To tell what Finnigin writ about

In his writin' to Mister Flannigan;

So he writed back to Finnigin:

"Don't do sich a sin agin,

Make 'em brief, Finnigin."

Whin Finnigin got this from Flannigan

He blushed rosy rid—did Finnigin;

An' he said: "I'll gamble a whole moonth's pa-ay

That it will be minny an' minny a da-ay

Befoore Sup'rintindint—that's

Flannigan—

Gits a whack at this very same sin agin.

From Finnigin to Flannigan

Repoorts won't be long agin."

Wan da-ay on the siction of Finnigin,

On the road sup'rintinded by Flannigan,

A rail give way on a bit av a curve,

An' some kyars went off as they made the swerve:

"There's nobody hurted," sez Finnigin;

But repoorts must be made to Flannigan."

An' he winked at McGorrigan,
As married a Finnigin.

He wuz shantyin' thin—wuz Finnigin,

As minny a railroader's been agin;

An' the shmoky ol' lamp wuz burnin' bright

In Finnigin's shanty all that night—

Bilin' down his repoort, wuz Finnigin;

An' he writed this here: "Mister

Flannigan:

Off agin, on agin,

Gone agin.—Finnigin."

A printing house at Christmas time sent out this little sketch as a Christmas card, with illustrations, and made quite a hit. A friend of Finnigin's wrote the publisher for a copy and received the following reply:

My Dear Sir:—

Y'es axed me fur *more* Finnigin!

'Nd I take me pin in hand agin

To tell ye' be'dad tha're *all gone agin!*

'Cept thaz wans ye foind widin,

But we'll put t' toype on agin

And ez soon ez print'd off agin

We'll send ye *both*

Finnigin an' Flannigan!

Trooly Y'rs, "F. C. N."

Nayther

Finnigin

Nor

Flannigan!

The doughty Celt, on receiving this letter, recognizing at once one of the same cloth, for the letter itself was written on green paper, replied as follows:

Me dear Mither "F. C. N."

The litter ye sint me jist kem in;

So it's in me hand I ta-ake me pin,

To till ye, furst thing I begin,

That thio' ye be not Finnigin.

Nathur Misther Flannigan,

It's wan av Nature's Noblemin

Ye are be'dad, an' a gintleman.

Now, whin ye gwan the kyars agin

An' come this wa-ay a thravelin,

At Baltimoore git off agin—

Ye'll aisy foind this big bildin

An' the offis forninst—walk sthraight in;

Be gorra I'd like to shake yer fin,

An' take ye out and fill yer tin.

So whin ye do go on agin

Ye'll wish that ye wuz off agin;

An' naythur know nor care a pin

What ye did, nor where ye've bin,

Or whether yer name is "F. C. N."

Finnigin or Flannigan.

Yours truly, O'HOULIGAN.

INTERESTING RAILROAD STATISTICS.

THE ninth statistical report of the Inter-State Commerce Commission for the year ending June 30, 1896, gives interesting information concerning the mileage, equipment, number of employes, capitalization and valuation, accidents and earnings and expenses of railways in the United States for the year named. One hundred and fifty-one roads, representing 30,475 miles of operated mileage, were in the hands of receivers on June 30, 1896, a decrease of eighteen from the previous year. The capital stock represented by the railways controlled by receivers was \$742,597,698, and the funded debt was \$909,733,766. The total railway mileage on June 30, 1896, was 182,776, an increase of 2,119 for the year, Georgia showing the largest increase, viz., 233 miles. The number of locomotives in service was 35,950, and of cars of all classes 1,297,649, an increase of 251 locomotives and 27,088 cars. Of the total cars and locomotives, 448,854 were fitted with train brakes, and 545,583 with automatic couplers. The number of freight locomotives fitted with automatic couplers was 3,373 out of a total of 20,351, and the cars in freight service fitted with train brakes was 379,058 out of a total of 1,221,887. An interesting feature of the report is a sum-

mary showing the amount of compensation paid to the railway employes of the United States who aggregated 826,820. Their aggregate compensation amounted to over 60 per cent of the total operating expenses of all railways, a slight decrease from the preceding year.

Gross earnings amounted to \$1,150,169,376, an increase of nearly \$75,000,000, resulting in a net income of over \$33,000,000 larger than the previous year. Nearly 1,900 employes were killed, and almost 30,000 injured during the year—increase of fifty in those killed and over 4,000 in the number injured. One hundred and eighty-one passengers were killed, and nearly 3,000 injured. The number of persons—other than employes and passengers—killed was 4,406, and those injured 5,845. These figures include casualties to persons reported as trespassers. For every 444 men employed on railways, one was killed; and for every twenty-eight men employed, one was injured. One trainman was killed for each 152 trainmen employed, and one trainman was injured for each ten men employed. The number of passengers carried for one passenger killed was 2,827,474, and the number of passengers carried for one passenger injured was 178,132.

IMPROVEMENTS ON THE B. & O.

AMONG the many improvements along the line of the Baltimore & Ohio Railroad which have been inaugurated by the new management, one of the most notable is the new Terminal Warehouse at Henderson's Wharf, foot of Fell Street, Baltimore, Md. This immense structure, 283 feet long, 204 feet and 6 stories high, was erected at a cost of \$150,000.00. The building was originally intended for the storage of tobacco exclusively. An idea of its size may be drawn from the fact that it can contain the entire early crop of Maryland tobacco. Besides making provisions for the storage of this tobacco, the company has set aside ample space for the accommodation of canned goods and other freight usually stored in terminal warehouses. The work of placing the cars in front of the warehouse is done by an electric motor built for this especial work, besides which the elevation of the freight is done exclusively

by electric elevators, thereby cheapening the cost of handling to such an extent that the warehouse is enabled to present the very lowest rates of storage; and, in view of its fire-proof construction, the rates of insurance placed on articles stored therein, are very low. There have also been provided ample dock facilities for the quick discharge directly into the warehouse of cargoes from steamers and sailing vessels which may land with a cargo for store. The splendid facilities of the Baltimore & Ohio Railroad for reaching all points north, east, south and west by its fast freight trains make this warehouse a particularly desirable one for Baltimore. The management of the Baltimore & Ohio Railroad extends a cordial invitation to all seeking storage facilities in Baltimore, to inspect this building before deciding on a place for the safe keeping of their goods.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.57	2.15	3.49	5.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STATION ..	7.59	8.54	10.54	1.01	2.20	3.53	5.04	1.25	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL ..	-----	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15
LV NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	5.00	12.15
LV PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT. ROYAL STATION ..	10.04	12.41	2.26	3.36	6.42	7.49	9.32	10.41	6.05
AR BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	6.46	7.53	9.35	10.45	6.15
AR WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL ..	10.00 AM	2.00 PM	3.25 PM	5.55 PM	3.25 PM	-----	12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	3.30 PM	4.30 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	5.42 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.26 PM	6.42 PM	7.49 PM	10.41 PM	7.49 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	7.58 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	9.00 PM	11.05 AM	11.25 AM
AR PITTSBURG	-----	-----	6.35 AM	-----	-----	8.00 PM	-----
AR WHEELING	-----	8.20 AM	-----	-----	-----	-----	-----
AR COLUMBUS	-----	11.35 AM	-----	2.55 PM	-----	-----	-----
AR TOLEDO	-----	-----	-----	6.35 PM	-----	-----	-----
AR CHICAGO	-----	9.00 PM	-----	-----	-----	10.00 AM	12.00 NN
AR CINCINNATI	8.25 AM	-----	-----	5.30 PM	-----	-----	2.50 AM
AR INDIANAPOLIS	-----	-----	-----	-----	-----	-----	7.00 AM
AR LOUISVILLE	12.25 PM	-----	-----	10.50 PM	-----	-----	-----
AR ST. LOUIS	5.40 PM	-----	-----	7.36 AM	-----	-----	-----
AR ROANOKE	-----	-----	-----	-----	5.30 AM	-----	-----
AR KNOXVILLE	-----	-----	-----	-----	2.10 PM	-----	-----
AR CHATTANOOGA	-----	-----	-----	-----	5.45 PM	-----	-----
AR MEMPHIS	-----	-----	-----	-----	7.10 AM	-----	-----
AR NEW ORLEANS	-----	-----	-----	-----	8.30 AM	-----	-----

Through Pullman Sleepers to all points. NOTE—On Sundays leave New York at 2.00 p. m., Philadelphia 4.20 p. m., Baltimore 7.00 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO	-----	2.45 AM	3.30 PM	10.25 AM	-----	-----	7.00 PM
LV TOLEDO	4.55 PM	-----	-----	-----	-----	-----	-----
LV COLUMBUS	8.55 PM	-----	-----	6.00 PM	-----	-----	-----
LV WHEELING	-----	-----	8.05 AM	12.25 AM	-----	-----	-----
LV PITTSBURG	-----	-----	-----	-----	9.00 PM	-----	12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM	-----	-----	-----	-----	-----
LV LOUISVILLE	2.15 PM	8.15 AM	-----	-----	-----	-----	-----
LV INDIANAPOLIS	-----	7.55 AM	-----	-----	-----	-----	-----
LV CINCINNATI	6.35 PM	12.05 PM	-----	-----	-----	-----	-----
LV NEW ORLEANS	-----	-----	-----	-----	-----	7.10 PM	-----
LV MEMPHIS	-----	-----	-----	-----	-----	8.30 PM	-----
LV CHATTANOOGA	-----	-----	-----	-----	-----	9.45 AM	-----
LV KNOXVILLE	-----	-----	-----	-----	-----	1.20 PM	-----
LV ROANOKE	-----	-----	-----	-----	-----	11.30 PM	-----
AR WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.50 AM	1.00 AM
AR BALTIMORE, MT. ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE.

PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOLID
VESTIBULED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia; Sundays Washington to Wilmington.
No. 524. Buffet Parlor Car Washington to New York.
No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
No. 517. Buffet Parlor Car New York to Washington.
No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore; on Sundays Philadelphia to Washington.
No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
No. 535. Parlor Car Philadelphia to Washington.
No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington; on Sundays Dining Car Wilmington to Washington.
No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
No. 503. Parlor Car New York to Philadelphia.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
No. 7. Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

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E. C. HAYSE, Travelling Passenger Agent, Newark, O.
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FREIGHT.

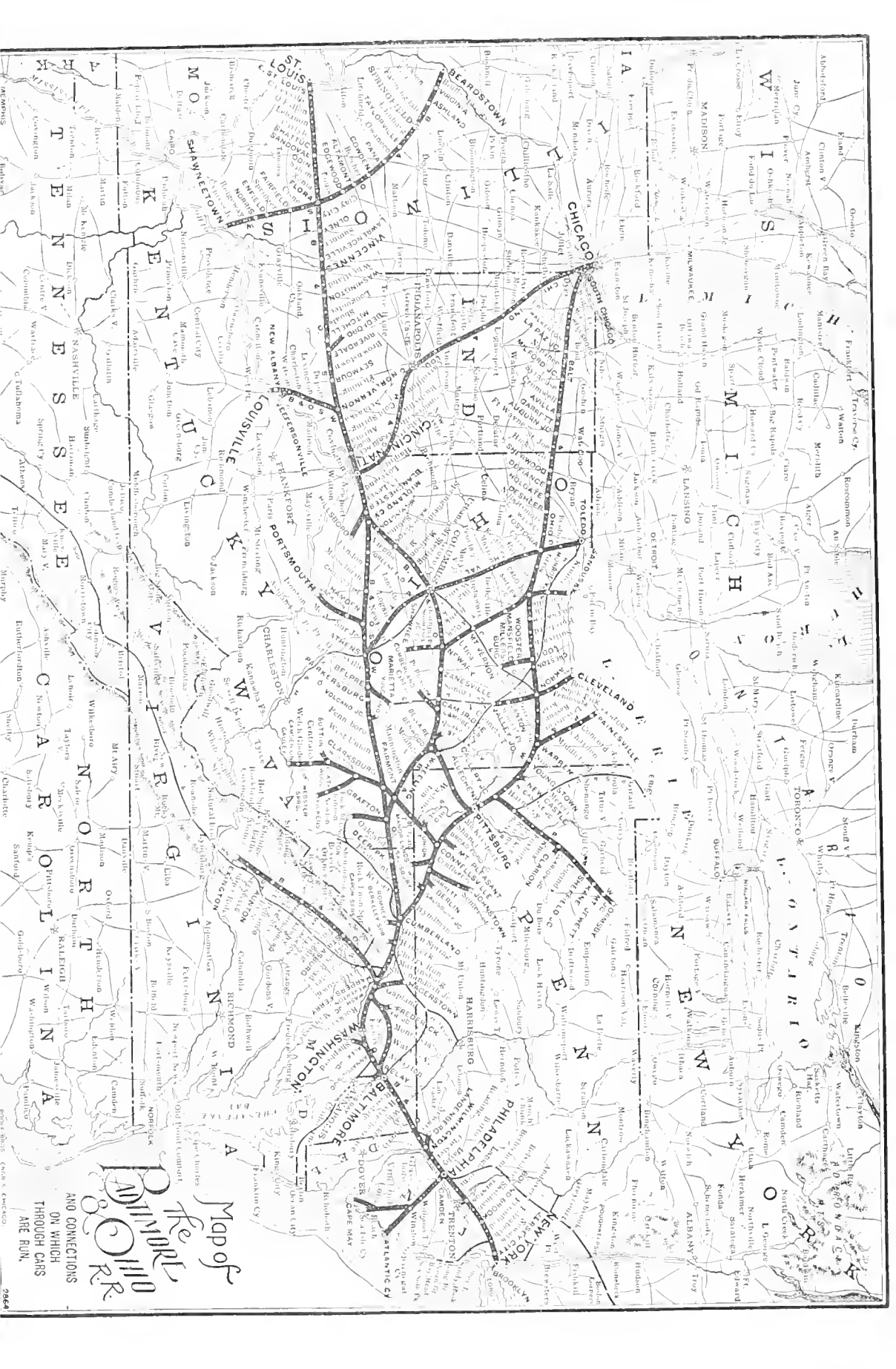
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J. H. MADDY, Press Agent Baltimore, Md.

MILEAGE.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309 68
TRANS OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2 083 93



Map of
the
Pittsburgh
and Connections
ON WHICH
THROUGH CARS
ARE RUN.

Baltimore & Ohio R.R.



EAST AND WEST



FEBRUARY, 1898



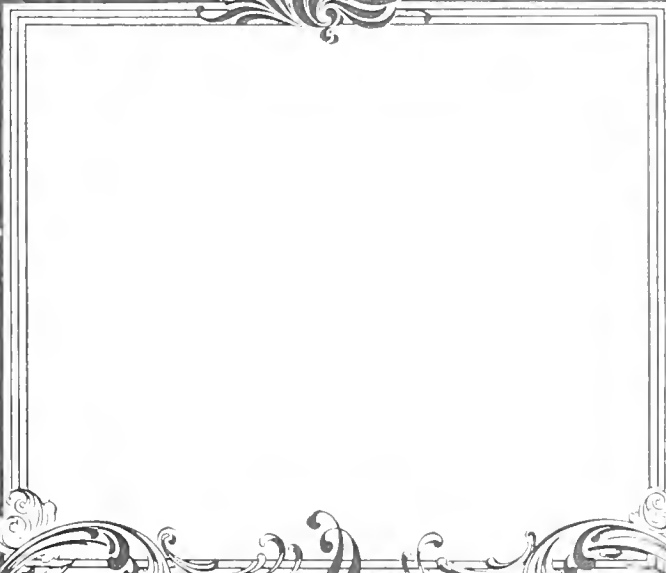
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
South Ferry Whitehall Terminal		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	Most Convenient Entrance				
GREATER NEW YORK						

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC
BALTIMORE, MD.

J.M. SCHRYVER,
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ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE



Whitehall Terminal

South Ferry



Most Convenient Entrance to
Greater New York

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.

National Educational Association

Washington, D. C.
July, 1898



Magnificent
Vestibuled
Trains of the

Baltimore & Ohio R. R.

Run Daily
from x x x x x

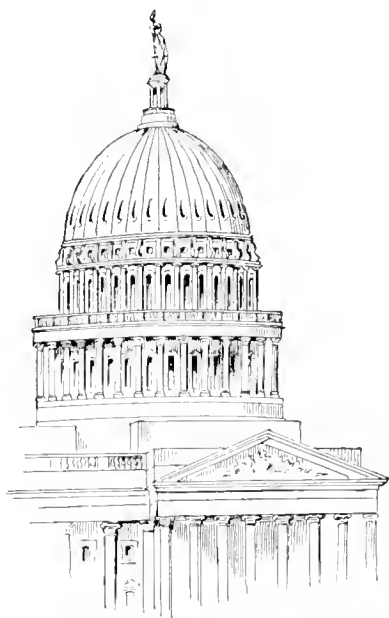
New York
Philadelphia
Baltimore
Pittsburg

Chicago
Cincinnati
St. Louis
Louisville

Columbus
Toledo
Indianapolis
Newark

and Intermediate Points

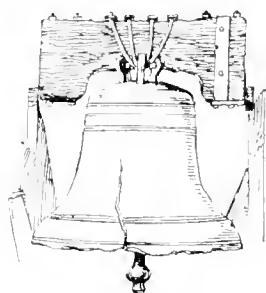
TEN DAYS
STOP-OVER AT WASHINGTON



Allowed on all Through
Tickets East and West via

B. & O.

TEN DAYS
STOP-OVER AT PHILADELPHIA



A Ten day Stop-over at Philadelphia is granted
on all One-way First Class Limited Tickets
to New York, or points east thereof,

Via **B. & O. R. R.**



LIBERTY STATUE IN THE NATIONAL MUSEUM.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, MARCH, 1898.

No. 6.

WASHINGTON.

BY WILLIAM ELLIOTT TOWLS.



(Copyright by A. W. Elson & Co. Boston.)

WASHINGTON! At the mention of the name there rises before us a portrait stamped indelibly on the mind of every American citizen, the first impression of which was made in early childhood.

What child of American parents to-day that is old enough to understand, does not recognize the portrait which introduces this article? Is there a man who calls himself an American citizen who does not feel a thrill of pride when he gazes upon this portrait that has adorned every freedman's home in America?

To Washington has been built a monument towards which the eyes of every nation on the globe look with wonderment.

The beautiful city which bears his name and perpetuates the principles laid down by this greatest of rulers, has been the cynosure of the eyes of empires for more than one hundred years. In it there are no palaces built by individuals who have drawn their wealth from the taxes imposed upon fellow beings for their own aggrandizement, but instead, there are palaces of a nation built by freedmen, which are used not for residences, but for the business of a

Republican Government and a Democratic people.

The average American, as he picks up his morning paper, scans the columns on the first page and quickly reads the news of the nation. He may or may not have time to peruse the details of the daily happenings at Congress, but he is privileged to read the head lines which skilled modern journalism so manipulates as to boil down the contents of a dispatch and tell the news in fewest possible words. If he is interested in Cuba he will find news which may either satisfy or displease him, according to his enlightenment on the subject; and as he is an American citizen he has a right to his own views. The question of annexation of Hawaii may be his hobby; or perhaps he may be interested in the monetary system of the United States government. He may have his own ideas as to whether silver or gold is the better standard, or he may be interested in the next movement of government towards building war ships, since this theme has become one of gravest consideration. His attention may be directed to the pension bills, post-office improvement bill, agricultural bills, or any of the endless chain of bills which have been drafted and have come before Congress in either of its bodies or awaiting their turn to be thoroughly digested into laws.

All of these things happen at Washington, and while the busy law makers are absorbed in their daily task of forming a government for a seventy-two millions of people, these people acquiesce or

give their dissent to the conclusion arrived at with the haughty demeanor of kings. But regardless of opinions there arises in the hearts of this great people a pride in their national capitol and in the emissaries which have been sent from the many Congressional districts. This is the greatest pride enjoyed by any country.

To think of Washington City is to bring to mind at once the great capitol building with its majestic and symmetri-

portant than the nation's law makers. This grand organization is known to the world as the National Educational Association. They are the teachers who have the first care and government of the minds of coming generations; they are the ones who have assumed the greatest responsibility of a human life. It depends upon their knowledge and good judgment and to their powers of transmission whether future law makers, who may enter the portals of the



THE CAPITOL (EAST FRONT)

cal dome towering high into the sky. This great white building, with its Grecian colonnades, inspires a man with dignity and respect, for whatever his political opinions are he is bound as a citizen to abide by the laws which have been made therein.

In July, 1898, there will gather in this city a body of men and women whose business in life is far more im-

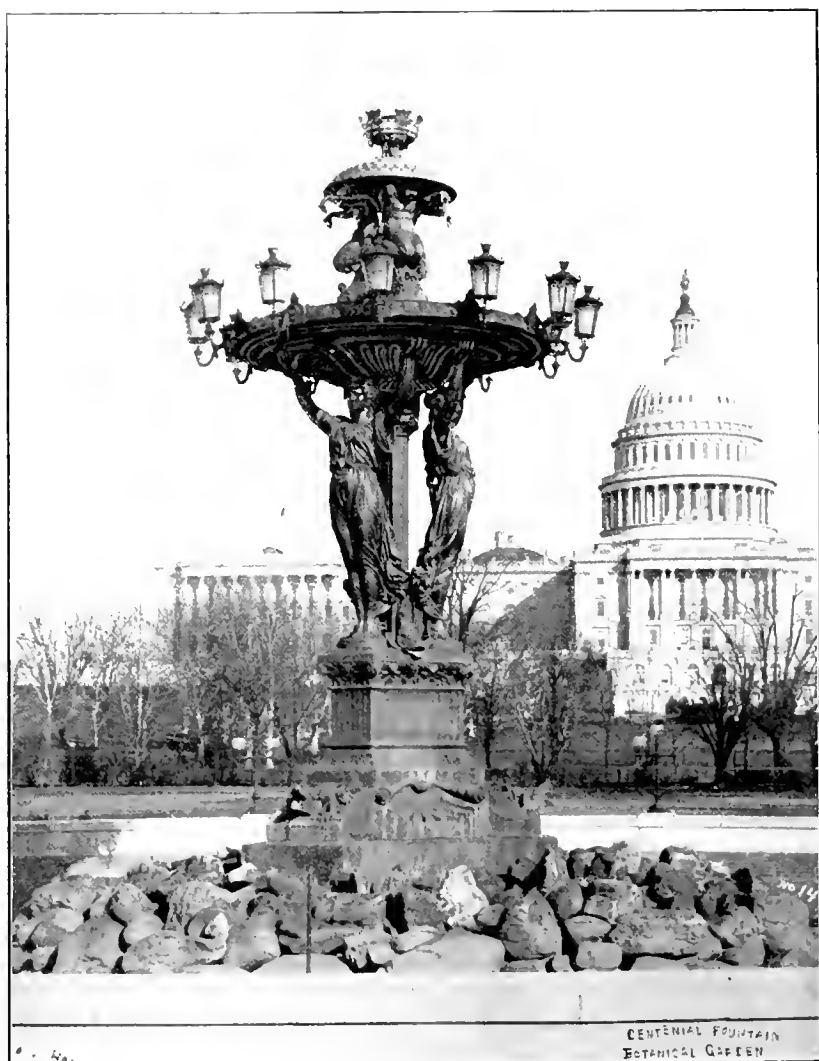
nation's forum will be wise or foolish.

That Washington should be selected as a place of gathering for the teachers of this nation is a matter of profound significance. The minds which feed other minds must naturally be fed, and the law of supply and demand is forever enacted.

Washington is a source of everlasting knowledge and information and is a teacher of teachers. It furnishes



PEACE MONUMENT

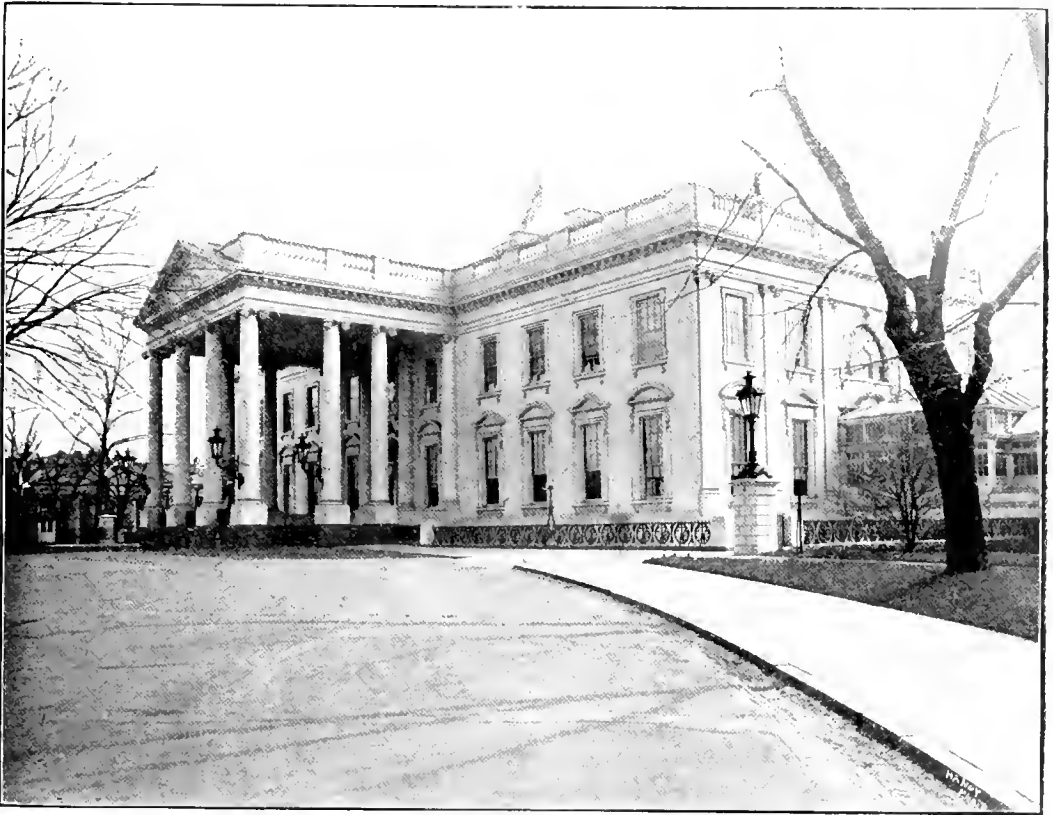


CENTENNIAL FOUNTAIN

embryonic material for years to come.

The teacher who has studied Washington and in after times will impart to the pupils in the school room the knowledge obtained, is well in position to sow the seeds of progressive manhood or womanhood. When a child commences its studies it begins with the alphabet and its mind is prepared for what is to come thereafter: when a person decides upon a journey the fundamental principle is his destination, and instantly there

To introduce Washington as a city, an interesting bit of history might be repeated. On September 5, 1774, the Continental Congress held its session in Philadelphia. In those trying times no definite meeting place for the representatives from the thirteen Colonies had been decided upon on account of the formidable position of the British Army all along the line of the Eastern Shore from Massachusetts to the Carolinas. Congress moved from Philadelphia to



EXECUTIVE MANSION

arises in his mind visions of his arrival at the aforesaid destination, and it is to this end that a description of Washington is deemed necessary.

It is conceded that a "visit" is bounded chronologically by a time of arrival and a time of departure. Circumstances in all cases are not alike and the proper description of Washington in this instance will enable the visitors to make the most profitable use of their time.

Baltimore, thence back to Philadelphia, and then in turn to Princeton, N. J., Annapolis, Md., Trenton, N. J., and then to New York, where it continued its place of meeting until the adoption of the Constitution of the United States, in 1778. Then came a fight for permanent possession of Congress by the cities and each State wanted the honor. New York, Philadelphia and Baltimore were the cities who had the greatest claims, but an amicable settlement of this pleasant

rivalry was made when the Government decided to buy a tract of land on the Potomac River and there establish the National Capital. This territory was called the District of Columbia and was to be under direct Government control independent of all States.

At this time the duty of laying out the new city was intrusted to Major Pierre C. L'Enfant, a French officer who had served in the American Army. General Washington and Thomas Jef-

building, which rises in inspiring state-
liness but one block away. The present structure was rebuilt in 1840, the old Capitol being inadequate to hold the representatives from rapidly increasing States. At this time it was supposed the natural growth of the city would be eastward, and consequently the most elaborate front is on that side; and the Statue of Liberty, surmounting the dome, was placed facing the east in anticipation of the future city. Fate



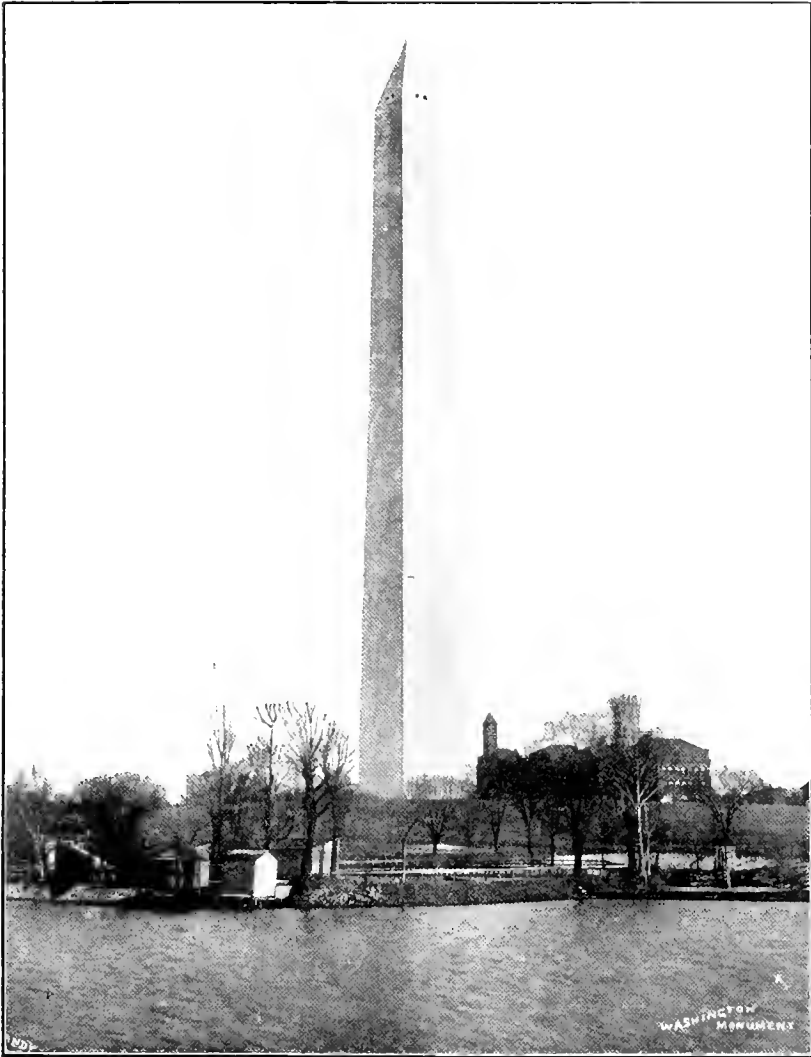
THE TREASURY.

erson, then Secretary of State, approved the plans laid out by this officer. The history of the building of Washington, its subsequent fires and destruction of prominent buildings, either by war or from natural causes, will be passed.

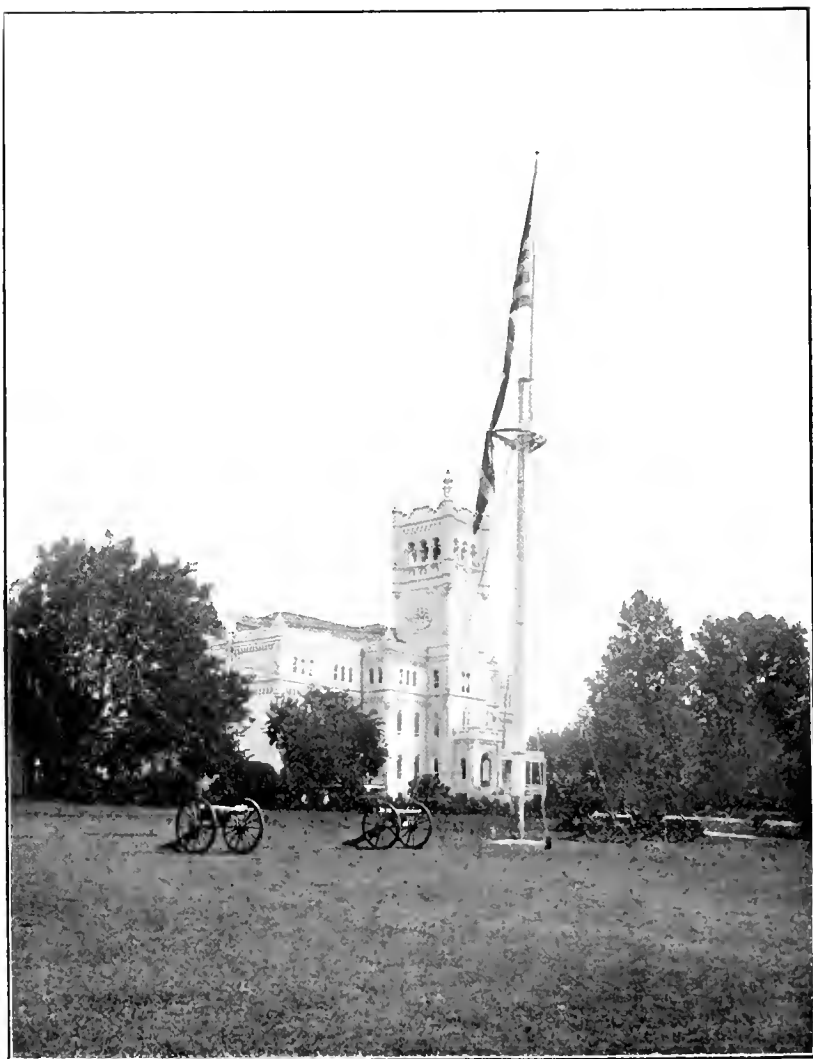
As the tourist enters the city over the Baltimore & Ohio Railroad the dome of the Capitol first commands his attention from the car window, and alighting from the train he is at once impressed with the grandeur of this magnificent

however, decreed otherwise, and the town grew to the northwest; and were it not for the new Congressional Library, which is east of the Capitol, the great statue would remain with her back to all of the public buildings.

Probably the grandest view of the Capitol is obtained from the Peace Monument, at the west entrance to the grounds. As the visitor's time is generally limited, the most economical method of seeing the interior properly is to



THE WASHINGTON MONUMENT.



SOLDIERS' HOME.

employ one of the many licensed guides at a nominal fee. By so doing, all the valuable points of interest will be shown and the visitor will go away with greater satisfaction, as these experienced guides know every nook and crevice of the great building.

The Congressional Library is immediately across the street, to the east of the south wing of the Capitol. This is conceded to be the most magnificent building of its kind in the world and has

with a thick coating of gold leaf. The cresting of the dome above the lantern terminates in a gilded finial, representing the Torch of Science. The decorations, exterior and interior, are so elaborate as to require description in another article. Suffice it to say, that of all the buildings in Washington, this one alone appeals stronger to the Educational Association than all the rest. An official guide book is sold on the premises.

The Executive Mansion or "White



STATE, NAVY AND WAR DEPARTMENT

but recently been completed. Its fame has become so great that tourists with limited time proceed first to the Capitol and then to the Library.

Some idea of the magnificence of this building may be conveyed to the mind when it is known that the cost of grounds and construction was \$6,600,000.

The great golden dome first impresses one with its lavish extravagance. Immense as it is, the panels are gilded

House," as it is more generally known, is the next important point of interest. As the dwelling of the President it is sacred in the eyes of the American people. The original White House was destroyed in 1814 and rebuilt the next year from plans made by the original architect. The East Room, which is the famous State parlor, is open to visitors from ten to two, daily except Sundays and holidays. It is in this room that the famous full length portraits

of Washington, Martha Washington, Jefferson and Lincoln are hung.

In architectural importance, the Treasury Building comes next. The imposing colonnade of Doric columns along its east front is copied from the Temple of Minerva, at Athens. The tour of this building may be made only between the hours of eleven and twelve and one and two. This is the bank of the Nation. The Bureau of Engraving and Printing is a branch of the Treas-

original Declaration of Independence, together with many personal relics of George Washington are among the treasures of this Department. The original copy of the Declaration, it will be remembered, may not be seen, and it is preserved in an indestructible steel safe. An exact fac-simile is on exhibition instead.

The Patent Office is a museum in itself, containing models of all machines, implements and appliances of every de-



PATENT OFFICE.

ury, but requires an immense building of its own, as shown in the illustration. To study the making of money properly the Bureau of Engraving and Printing should be visited first.

The great granite structure of the State, War and Navy Departments is said to be the largest office building in the world. In it are the offices of the Secretary of War and Secretary of the Navy and the innumerable offices connected with their Departments. The

scription which are products of American skill and inventive genius.

The Smithsonian Institution and National Museum commands more time for research and study than any of the other public buildings. It is the greatest "object lesson" in existence and treats of every condition under the sun. Millions of objects are within the walls, and the mind is incapable of grasping all within reach.

The Pension Building is an office

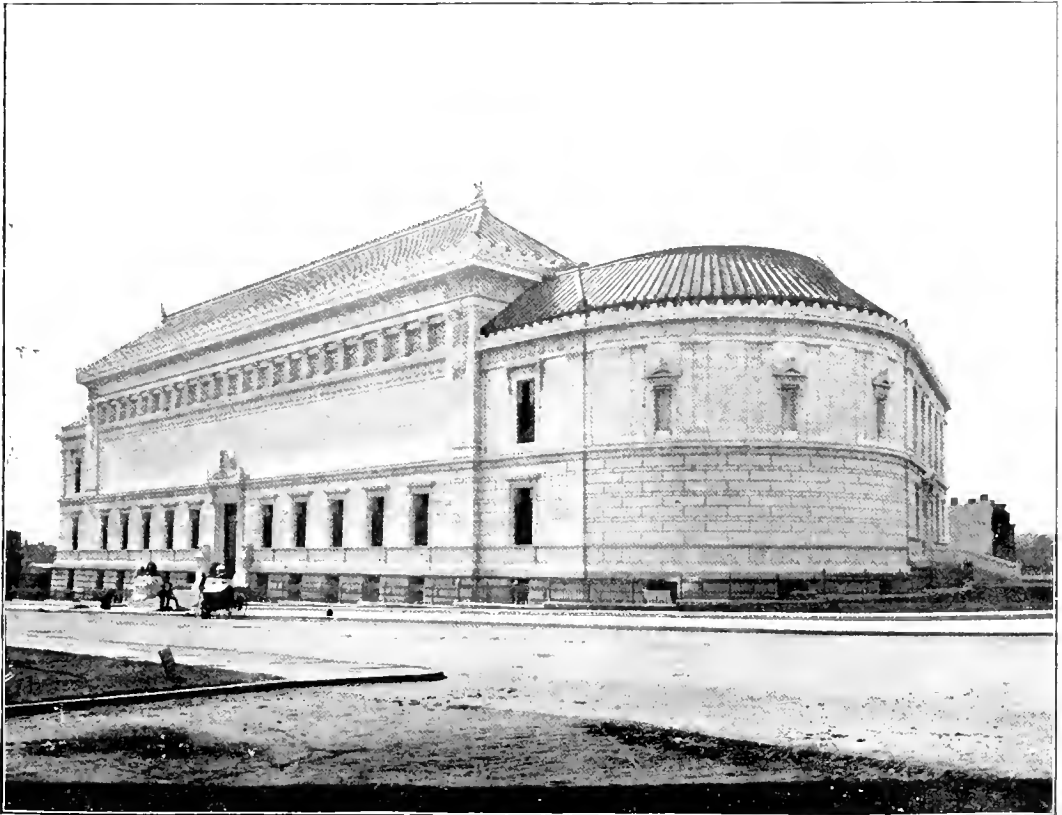
with no especial interest, but worthy of a visit because of its immensity. It is here the great inauguration balls are held.

The New Corcoran Art Gallery deserves special mention for its treasures of art in paintings and sculptures.

The visitor in Washington must be strong physically to see all the city affords. With the principal points of interest mentioned, there are to be seen Washington Monument, Post Office De-

partment, Agricultural Department, U. S. Coast Survey, Army Medical Museum, Navy Yard, Soldiers' Home, National Observatory, Botanical Garden and numerous other attractions of more than usual interest.

Above all things a pilgrimage to Mt. Vernon should not be forgotten. It is a delightful trip of but a few hours and is ever a pleasant memory as an homage to the Father of the greatest Nation on the globe.



NEW CORCORAN ART GALLERY.

LIBRARY OF CONGRESS.

BY H. P. MERRILL.

BEARING in mind Ruskins' "Architecture is the art which so disposes and adorns the edifices raised by man for whatsoever uses, that the sight of them contributes to his mental health, power and pleasure," I found myself recently drawing near to that noble monument to American brain and brawn, The Library of Congress, popularly known as the National Library.

This grandest and most complete of the worlds great Library buildings, this modern "Dispensary of the Soul," came

General Casey, who had been in charge of the construction of the State, War and Navy building, the Washington Monument, including the hazardous undertaking of underpinning the partially completed shaft, and many other important pieces of Government construction, was especially fitted for this new duty.

Under his fostering care and with the help and staunch support of his superintendent and vast army of co-workers the building in all of its beauty



CONGRESSIONAL LIBRARY.

into existence through Legislative Acts of April 15, 1886 and October 2, 1888.

The latter act placed the work under the exclusive control and management of the Chief of Engineers of the Army, Brig.-General Thomas Lincoln Casey and appropriated \$4,000,000 to be used in the construction of the building. By the act approved March 2, 1889, new and enlarged plans were adopted and the cost of the building fixed at \$6,245,567.94, the limit of time under construction was placed by Congress at eight years.

of structure took shape and approached completion.

A sad stroke of fate, the death of General Casey in March, '96, transferred the responsible duties of the construction of the building to Mr. Bernard R. Green, C. E., who had been identified with the building from its inception as superintendent and engineer of construction.

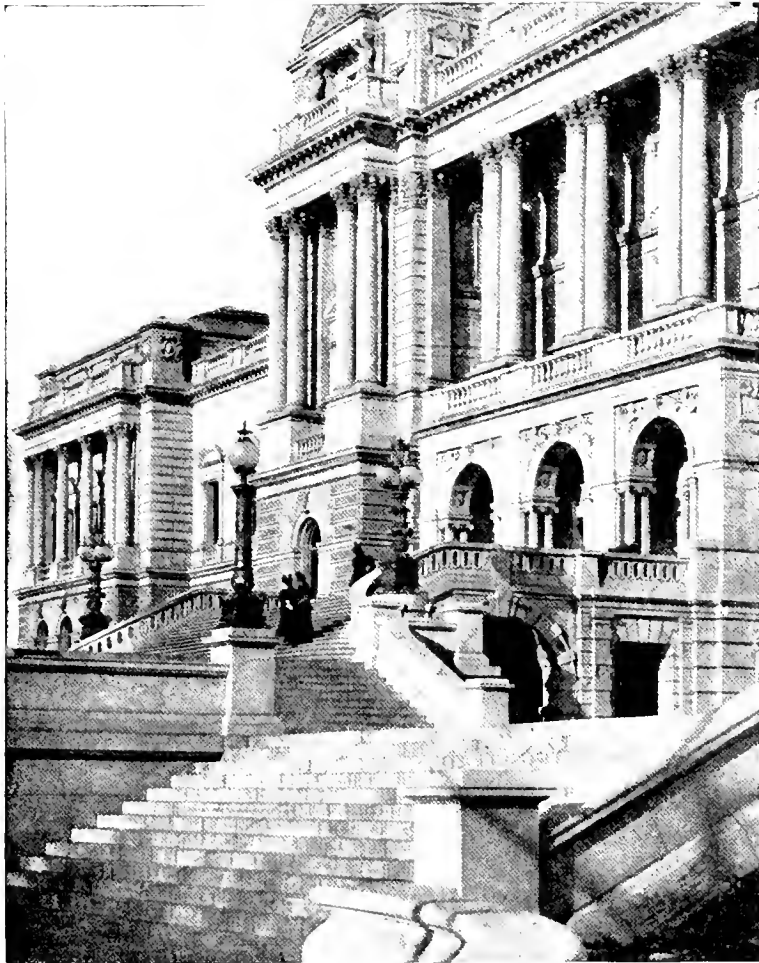
To this gentleman's credit be it said that not only was the structure in all of its beauty of detail completed within the time specified by Congress, but that

\$140,000 of the money originally appropriated remained unused when it was turned over to the United States Government, a finished monument to American 19th century engineers, artists and artisans.

The architects were Messrs. Smithmeyer, Pelz and Casey; the general scheme of decoration being in charge of Messrs. Garnsey and Weinert.

ture bursts upon the visitor and he casts his wondering eye about for details, the fountain by Mr. Hinton Perry, just in front of the Grand Pavilion or main entrance (west side of the building) will undoubtedly rivet his attention.

This fountain representing the home of Old Neptune is surely delightful, being about fifty feet in length and in all probability is decorated more exten-



STAIRWAYS TO THE ENTRANCE PAVILION.

(By permission of
Standard Guide to Washington.)

This building is the largest, safest and most costly of the world's great libraries, is constructed of granite, brick, marble, terra cotta, iron and steel and is therefore in no danger of destruction by fire.

After the first impression of the grandeur of this beautiful modern struc-

tively than any other basin of this country. The figure of Neptune, in sitting position, is very large and is grouped round with sea-gods, sea-nymphs, sea-monsters and many other creatures or supposed creatures of the great marine world.

The main entrance Pavilion (west

side) is of great and striking beauty, is highly ornamented and is approached by extensive granite steps and railing. The railing posts support lamps of bronze which are unique in design and thoroughly in keeping with the beautiful effects on every side abounding.

Surely are the "Seven Lamps of Architecture" here figuratively fanned into flame and only a slight stretch of imagination warrants us in picturing that seven-fold flame as exemplified in the great golden torch which surmounts the exquisitely proportioned dome of



GRAND STAIRCASE, CONGRESSIONAL LIBRARY

Pausing on this broad and symmetrical entrance Pavilion I gazed, with spirit, proud, and rapturous thoughts, upon the many architectural beauties of the building, its grand and glorious mission and the indomitable will and dauntless American courage for which it stands.

the grand structure, one hundred and ninety-five feet above the ground; a landmark for many, many miles around.

Into my mind came also lines from the columns of one of our daily papers; "In the dignity of its proportions and design, in richness and harmony of

adornment, in the perfect adaptation to the purpose for which it is intended, the Library of Congress stands to-day as America's highest Architectural achievement. It is the product of American talent, art and workmanship; its architects, painters and sculptors are all American citizens."

There is no better object lesson to teach patriotism than the National Library. Let the man of the people, with his

comprises about eight acres and the building has over 2,000 windows.

In style, both exterior and interior, the Library is of the Italian Renaissance, faces west, and is in length four hundred and seventy feet and in depth three hundred and forty feet.

The general plan, as shown in the sketch, is in form of a large rectangle, including a cross which divides the area into four courts. These courts are about



CORRIDOR NORTH OF MAIN ENTRANCE - CONGRESSIONAL LIBRARY

family, visit the National Library; let him show his children those masterpieces of the Architect, Painter and Sculptor, and let him tell them, "this is the work of American Citizens."

To construct it was required 409,000 cubic feet of granite, 500,000 enameled brick, 22,000,000 red brick, 3,800 tons of steel and iron and 73,000 barrels of cement.

Excepting the cellar, the floor space

one hundred and fifty feet long by one hundred feet in width on west side of long arm of cross and by seventy five feet in width on east side.

The octagon shaped rotunda occupies the central portion of the structure and from four of its sides radiate the arms of the cross-shaped building, which contain the book stacks. This portion of the construction is of enameled brick of a very light yellow. The rotunda or

main reading room is topped with a huge copper covered dome of noble proportions which is rendered all the more conspicuous by a film of gold of twenty-three karats with which, at an expense of \$3,800 this great dome was covered, excepting the ribs.

The exterior walls are constructed of a close-grained granite from quarries located at Concord, New Hampshire, and is used rough in the basement story, more finely dressed in the first story,

east and west sides into pavilions, which are a trifle higher than the rest of the building, and are of more ornate finish.

An example of the unique in architecture is the scheme of decoration of the first story window keystones with ethnological heads. There are thirty-three of these heads, each about eighteen inches in height, modeled by Messrs. Boyd & Ellicott after casts and data from Professor Mason of the National Museum.



CORRIDOR SOUTH OF MAIN ENTRANCE—CONGRESSIONAL LIBRARY

and entirely smooth in the second story.

In height the building is seventy-two feet; divided, basement fourteen feet; first story, twenty-one feet, and second story twenty-nine feet, the balance of eight feet being in base of building and in the balustrade surmounting it.

As a relief to possible monotony the walls are projected at the four corners of the building and in the center of the

All of these heads are chiseled after models entirely correct as to racial differences, have been subjected to the severest tests of measurement, and form as a whole one of the most original and most interesting of architectural embellishments the world can to-day produce.

This work was rendered all the more difficult by reason of the use of a coarse-grained stone (granite), made necessary by rule of conformity, the surrounding

construction being of the same material.

As a relief to the eye the second story windows are finished with a balustrade, and have pediments alternately rounded and triangular.

A decided feature of the second story front is a portico with twin columns, which are of single shafts of stone, capped with exquisitely carved Corinthian capitals.

Onto this portico open seven large windows, over each of which is a circular window. These round windows frame very effectively granite busts of men famous in the world's great literatures.

The spandiel effects of the entrance porch by Mr. B. L. Pratt are in keeping with the very artistic bronze doors, and are arranged in three groups representing Literature, Art and Science.

Famous throughout the land are the bronze doors by Randolph Rogers at the Capitol, and equally known throughout the world should be the beautiful conceptions in bronze of Messrs. Warner & Macmonnies closing the portals of this palatial home of literature and fine arts.

The central door is Macmonnies', and symbolizes "The Art of Printing," with the tympanum picturing "Minerva Dif-

fusing the Products of Typographical Art."

To the left is the equally famous bronze door by Mr. Warner, typifying "Tradition," and to the right a door begun by the same artist but finished by Mr. Herbert Adams, representing "Writing."

This series of pictorial doors, so full of beautiful detail and standing for Tradition, Writing and Printing are commemorative of the means of transmission of thought as embodied in the science, the architecture and the arts of the whole human family.

Entranced, I stood at the entrance of this great building and forming, from the beauty of exterior, an idea of the interior, passed into the Grand Entrance Hall. With a sensation of awe, closely akin to the feeling I experienced in first viewing Niagara and the Natural Bridge of Virginia, my eye glanced from one beautiful object to another; from brilliant mosaics to sculptured shapes of surpassing grace; to paintings, not of old masters, but of that strong, vigorous, healthful American school that slowly but surely is forging to the front, thinking erstwhile that truly "a thing of beauty is a joy forever."



THE MOST INSTRUCTIVE ROUTE TO WASHINGTON.

THE most instructive, historical and scenic route to Washington is the Baltimore & Ohio Railroad. This is an important feature to teachers and their friends who contemplate attending the meeting of the National Educational Association, in July. It is a matter of great importance that the time going and returning should be utilized to best

inally laid out over a hundred years ago. It is over the route which Washington took to Western Pennsylvania in the early days of the French and Indian war.

For more than one hundred and fifty miles out of Washington the Baltimore & Ohio Railroad follows the historic Potomac River, through beautiful valleys, rich in the lore of love and war.



VIEW OF WHITE HOUSE FROM NAVY BUILDING.

advantage, and the superiority of this line from both East and West to Washington is indisputed.

The Baltimore & Ohio Railroad is the oldest railroad in America and the first to cross the country from the Atlantic Ocean to the Mississippi River. Its path through the Allegheny Mountains is through the most picturesque region of the East, and the scenery unequaled by any other line. Its double track traverses the National Road, orig-

At Harper's Ferry, where the Shenandoah River cuts its way through the grand mountain walls of Virginia and West Virginia to meet the Potomac, the scenery is unexcelled by anything in the Alps of Switzerland.

The view up the Shenandoah from Jefferson's Rock, on Bolivar Heights, is an inspiration of nature. Close by the station and within a few feet of the track stands the monument to the illustrious John Brown, alongside of which are the

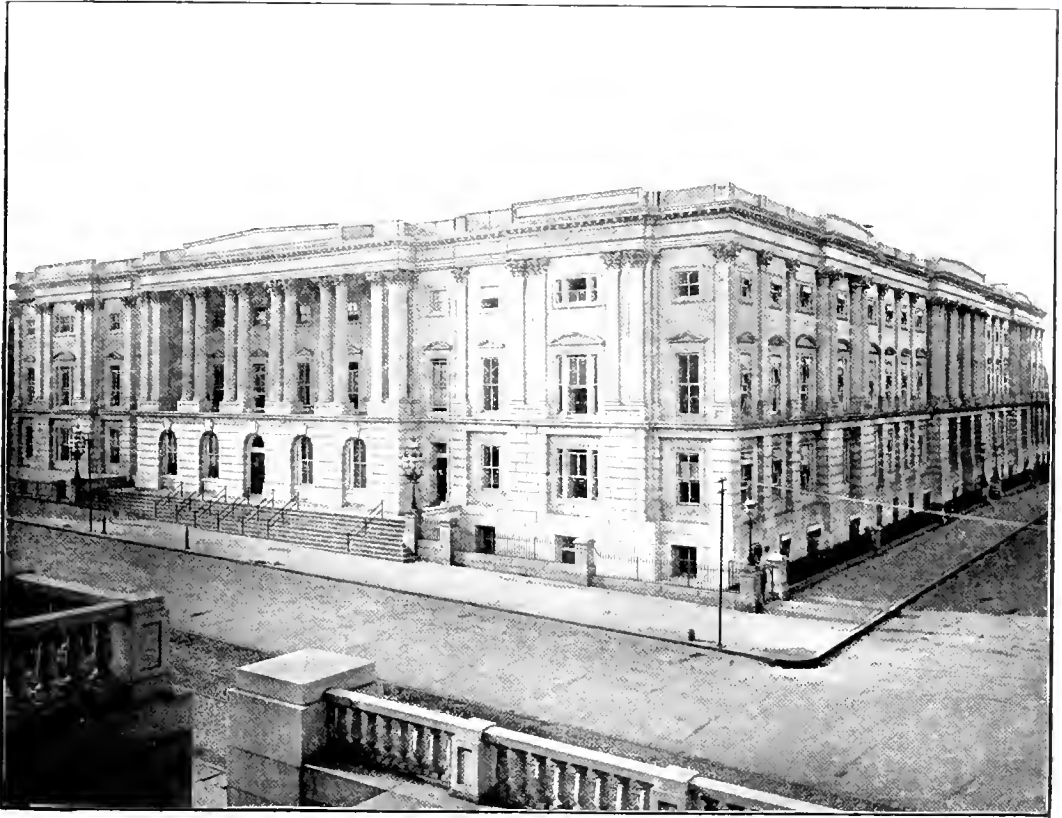
tablets telling of the five great battles of the rebellion at that point.

Between Harper's Ferry and Cumberland lies the arena of the rebellion, and the towns of Shenandoah Junction, Kearneysville, Martinsburg and Sir John's Run are recalled instantly with some connection, either with Revolutionary times or with the late war.

Between Cumberland and Pittsburg, on the Chicago line, is the territory of the French and Indian struggles. The

"Glades" is reached. Here are the famous mountain resorts of Deer Park, Oakland and Mountain Lake Park, and the highest elevation is reached. The Cheat River valley furnishes the wildest scenery of the Allegheny Mountains; and the words of the famous historian, Bancroft, at a dinner at the Burnet House, at Cincinnati, in 1857, are applicable to-day:

"Our course to this city has been by the way of three admirable Baltimore & Ohio Railroad.



GENERAL POST OFFICE.

mountain scenery is superbly grand. The valleys of the Youghiogheny and Monongahela furnish an endless variety of nature's handiwork. At Connellsville and the surrounding district are the greatest coke regions of the world.

Between Cumberland and Parkersburg, on the Cincinnati and St. Louis line, another varied view of the mountain scenery is presented. The grade from Cumberland up the mountain is perceptible at all times until the

The scenery through which it makes its way has a character of grandeur of its own, and in the wonderful varieties of forest and lawn, of river and mountain; of nature in her savage wildness, and nature in her loveliest forms, presents a series of pictures which no well educated American should willingly leave unvisited. We cross the Atlantic in quest of attractive scenes, and lo! we have at home alongside of the great central iron pathway views that excel anything that can be seen among the mountains of Scotland or in the passes of the Appenines.

When we came to the Alleghenies, on the east, we all saw the steepness of the dividing ridge, that seemed impassable. But a railroad is a work of art. Michael Angelo used to say that all the forms

of beauty lie hidden beneath the surface of the marble quarry, waiting only for the hand of the sculptor to call them into being. The eye of Latrobe saw at a glance the capacity of the mountain, and scoffing at the threatening ravines and precipices and lofty summit, gave himself no rest till commerce had carried its safe and easy pathway in triumph over the mountain top, and proved to the world that there are no difficulties which true enterprise cannot surmount; that nature herself is in league with genius."

A word as to the service:

From Chicago and Pittsburg the solid vestibuled train service to Washington is without peer. The splendid

From Indianapolis through Pullman Sleeping Cars are run to Washington via the C. H. & D. R. R., B. & O. S.-W. R'y, and B. & O. R. R.

From Toledo and Columbus through Pullman Sleeping Cars are run to Washington via the C. H. V. & T. R'y, B. & O. S.-W. R'y, and B. & O. R. R.

From Newark through Pullman Sleeping Cars are run on night trains for patrons from Columbus, Wheeling and Eastern Ohio.

Between New York, Philadelphia,



SMITHSONIAN INSTITUTION

Pullman Sleeping Car service and complete Dining Car service make the journey a continued pleasure. From Pittsburg, on the day train, the new Observation Cars afford patrons an unobstructed view of the scenery.

From St. Louis and Cincinnati solid vestibuled trains with Pullman Sleeping Car service and through Dining Car service is offered to patrons. Direct connection is made with these trains from Louisville.

Baltimore and Washington are run the magnificent series of "Royal Blue Trains." This service is world renowned. They are the finest and fastest trains in America and equipped as completely as the best hotels.

Baltimore is but forty-five minutes, Philadelphia two hours and forty-five minutes and New York only five hours ride from Washington.

The trip to Washington will not be an expensive one. From Pittsburg,

Parkersburg, Wheeling and stations on the Baltimore & Ohio Railroad east thereof, the rate will be One Fare for the Round Trip, and tickets will be sold July 4th to 7th, inclusive.

From Chicago, Columbus, Cincinnati, St. Louis, Louisville and all points west of the Ohio River the rate will be the same, but the selling dates are July 3d to 6th, inclusive.

These tickets will be good returning leaving Washington July 8th to 15th, with privilege of extended limit, provided ticket is deposited with Joint Agent on or before July 12th; and on payment of 50 cents fee, return limit will

be extended to August 1st, inclusive.

By taking advantage of the extension the visitor will reap the benefit of the many charming side trips that can be taken from Washington. Special side trip tickets will be sold to Baltimore, Gettysburg, Harper's Ferry, Luray Caverns, Natural Bridge, Norfolk and Old Point Comfort. The rates will be agreed upon later, but will be in reach of all.

Atlantic City is only a four hours ride from Washington; and Cape May, Sea Isle City, Ocean Grove, Asbury Park and the various seaside resorts are but little further.

A STORY OF THE POTOMAC.

BY W. J. LAMPION.

ALTHOUGH thousands of persons have clambered up the rocky ribs of that wide spreading mountain side lying to the east of Harper's Ferry and known as Maryland Heights, from whose summit, in the dark days of the rebellion, shells went screaming after the lives of men, perhaps the very fewest number have ever noticed a small square wall of stone set against the hill as if some boys had built a fort there to play soldier in. It is on a little level spot so surrounded and piled in with loose stones that only the closest observer would pick it out, and even he would pass it by as of no moment. It is on that part of the mountain lying above Sandy Hook, the small station on the line of the Baltimore & Ohio railroad just east of the curve where, until the new tunnel pierced the mountain, the road swung round the point and leaped the Potomac across the Harper's Ferry bridge, and if one will take the trouble to peer through the trees he can see the river below and a portion of the little town.

On this foundation forty years ago stood a house, and on this foundation stands the story told in this chronicle and taken from an old manuscript I discovered this past summer while looking over some papers containing historical matter relating to Harper's Ferry and vicinity.

I shall not attempt to put into my

own language the story I found in the manuscript, which by the way bore no signature, but shall give it as I found it, cutting it where necessary to bring it within the bounds of a magazine space.

"The purple shades of the evening were falling o'er restful mountain and restless river when the railroad cars coming from Baltimore to Harper's Ferry waked the echoes of the Potomac Valley and frightened the birds that were wheeling high in the heavens and sighting along the mountains for their roosting places for the night. From the chimneys in the little hamlet, ensconced at the foot of the great green mountain, the smoke curled up in blue spirals to a sky as blue, and there was the fragrance rising on the twilight air of cooking suppers. The romance and the sentiment of the evening is always food for the poet or the painter, but to every lover of domestic charm, the fragrance of cooking suppers has a delight at twilight that the sweetest poesy can never hope to equal, nor can any painting quite so nearly satisfy the human longing as a Maryland fried chicken, brown and piping hot on the supper table waiting for the consummation of its sacrifice.

* * * * *

At the gate of the prettiest cottage in the cluster of humble homes under the mountain side stood at this witching

hour of the meeting of the day and the night, a pretty maiden of twenty, attired in a sweet cool gown of pink gingham, looking the very picture that she was. This fair creature was Betty Norris, known all up and down the Potomac as the prettiest girl of the region, and until a few months before, the one girl of them all who had never shown a preference for any of the young men of either Virginia or Maryland, though there were many who paid her court, from both states. Indeed, it was a joke, current for several years that Betty's father, who had attempted to have a ferry established at this point, was anxious for it only to get the tolls from the army of young Virginia farmers who came to his house on Sundays and all the days of the week. Truly this was but joking, for Betty's father was an aristocrat and would have scorned the position of ferryman. He had a very small income which he and his daughter lived upon, added to, somewhat, by the receipts from a Winter school the old gentleman taught for three months each year. It was his desire that his daughter should wed, but his ambitions were high and he flew into a rage at the very mention of her marrying any of the young men of the neighborhood who came to pay their addresses.

It was to Washington or Baltimore the old man looked whence the Prince should come for the Princess Betty and as he grew older and she dawned into a beautiful womanhood, so like her mother, who was one of the belles of aristocratic Frederick, it became a passion and a monomania with him.

* * * * *

Then came Robert Patterson, an engineer on the railroad, the new medium of communication between the rising and the setting sun, the conqueror of mountains and of distance, the iron horse that would run its speedy course from ocean to ocean.

This young man was a New Englander and of good parentage and well educated, but he was not to the manner born, and he had no sooner enrolled himself among Betty's admirers than her father was moved by a violent dislike, curbed of course in the beginning, but none the less liable to grow. As for the daughter of the old aristocrat,

being a woman, she did as women have always done and will always do, to wit, as she pleased, albeit it was not pleasing to those who felt that they had her likes and dislikes under their control and direction. It has ever been thus, and our heroine's case was not greatly different from many of her predecessors along the course of true love.

What it was in Robert Patterson's character or personality that won Betty Norris, no one may say, for no one could know, even her own fair self, and certainly not he. Suffice it that ere she had seen him thrice, she knew there was none other in the world for her. As for Robert, he too for the first time felt the pangs of love, and there was no hour when he could get away from his duties that was not most willingly devoted to Betty Norris. The lovers soon saw that Betty's father's temper was opposed to the suit of Robert, and they, to save the old gentleman needless worryment, made it convenient to see each other away from the Norris cottage. The father knew of the attachment growing stronger every day between this hated "northern mudsill mechanic" and his daughter and the friends of the two cautioned them not to go to extremes, for Mr. Norris' mind was becoming seriously affected, and it was feared that if Betty and Patterson eloped or were married in defiance of the father's wishes that it would unsettle his reason forever.

On this account, therefore, they were mutually agreed to bide their time and trust their fate to the decrees of an all wise Providence, sure that for such devoted love as theirs, not only for each other, but for the sacrifice they were making for the sake of the poor old father with his reason tottering on its throne, there must be a rich reward. But how little do we know of the ways of a mysterious Creator who doeth all things for the best, however inscrutable they must seem to His creatures.

One night, Betty had been present at a religious exercise at the village church, and Robert had come in as late as nine o'clock to escort her home, after the meeting had let out at ten, they believing that by that hour Betty's father would have retired and would be none the wiser for Robert's attention to Betty. But they were destined to be grievously

mistaken, for just as Robert had put his arm around Betty's waist to kiss her good night after a whispered talk on the little porch of half an hour, the door suddenly opened and the old man burst out upon them in a frightful rage. So violent indeed, was he in his language, that Robert insisted upon Betty's going into the house for a time and leaving her father to him to be quieted.

"So you mudsill scoundrel," hissed the old man, "you come sneaking into my house at night to steal my daughter, do you? Thief, liar, hound, Yankee," and the old man made as if he would strike Betty's lover, but he did not.

"You are her father, Mr. Norris," Robert Patterson replied as quietly as he could, "and for her sake, I shall not resent anything you may say to me. But I want you to understand, sir, that she loves me as I love her and that we have sworn before heaven and earth to be man and wife. You are her father and you may command her, but you have nothing to do with me, and when she is of age, within a year or less from this time, then we are to become one flesh as we are now one spirit. God has decreed it and man can not oppose the decrees of high heaven."

"Coward, sneak, liar, dog, coward, coward, coward," hoarsely whispered the father shaking his shrunken and trembling fist in the young man's face. "we shall see what a father can do."

Then suddenly becoming much milder in his violence he turned and walked into the house, not even opposing Betty's saying a word of cheer and good night to her lover, though he stood near the door and watched with an eagle eye, as she called her words to Patterson going toward the gate.

Lightly he thought of her father's dire threats and like beams of joyous sunshine were the words of Betty which seemed to float about his head as he walked onward making bright the pathway extending before him, not only there upon the ground, but far, far away into the future yet untrod.

The train left Harper's Ferry for Baltimore at an early hour in the morning and as Robert's engine puffing like a porpoise pulled through the quiet hamlet still unwaked, he looked towards the Norris cottage and tossed a kiss thither-

ward, but it was not for Betty's father. As he did so, the old stoker, with a grimy shovel in his hands, looked up from his work and smiled at his young chief. He had been like that himself, long ago, and he had not forgotten.

When the cars returned in the evening, Robert heard a strange story of old Mr. Norris refusing entrance to his cottage all day, keeping the doors barred and the windows closed, and no one had seen Betty since the night before. As may be imagined the young man was powerfully wrought upon by the story which he had heard and as soon as he could take his engine to its destination at Harper's Ferry he hurried back on the wings of love to find his dear Betty. Without a moment's hesitation he went to the Norris cottage and demanded admittance in no uncertain tones. He had the right, as none in the village had, to seek in this commanding fashion, for he but sought his own. With a thunderous knock he struck upon the door, while a dozen villagers waited at the gate for the result of his visit.

Presently the door was opened and the villagers heard a harsh and chuckling laugh, as of cruel triumph, and Robert Patterson was admitted by Betty's father. For at least a quarter of an hour the place was still as the grave, the crowd of villagers standing at the gate in breathless suspense. Then slowly as if dazed, bewildered, stunned, Robert Patterson came forth and staggered down the walk to the gate falling as if dead into the arms of those waiting there."

From this point the manuscript became most verbose, the writer doing his best to furnish the reader with what in these modern times is known as "fine writing." I shall on that account brief the story by saying that Robert Patterson on entering the cottage found the old gentleman Norris smiling and bowing as in his courtier days, and on being escorted by him into the little parlor he found standing there attired as a bride the graceful figure of Betty Norris. The light was dim and he could see her only indistinctly, but with a glad cry he ran to meet her. As he threw his arms about her, she fell over upon his breast, cold and rigid, and her father laughed in a perfect rapture of enjoyment at this meeting of the lovers. Betty was dead,

by what means it could not be told, and her father was a maniac beyond the power of man to cure. The tragedy was far beyond the pale of law and no attempt was made at a trial farther than an inquest into the sanity of Mr. Norris. This was soon determined, for he was a chattering child to all intents and purposes before his judges, harmless and helpless now that his terrible purpose had been accomplished, and the judges at once decided to send him to the state asylum for the insane.

But Robert Patterson intervened. He had been as one stricken beyond recovery since that terrible night, but he had been present at the funeral of Betty and he was at the inquest upon her father, and now he rose to the sublimity of greatness.

"Gentlemen," he said slowly, "give me the charge of Betty's father, for if I had not been, this tragedy would not have been. I owe it to her, I owe it to her father, I owe it to myself. I owe it to this community. With the little he has and what I have saved I can care

for him and watch over him until the end."

An effort was made to dissuade him, but he insisted so upon making this sacrifice to his love, that it was permitted him, and at once he gave up his position of engineer and built on the mountain side away from the world, but in sight of it and always overlooking the home where Betty lived and the grave where she slept, a little cottage for himself and his charge. Here the two men lived for three years, and when Betty's father died and was buried by the side of his daughter, Robert Patterson, white haired and bowed, though still young in years, went away to his home in the north and was never heard of again.

To-day only the scarcely visible wall of stone is left to hint at what was, and the graves of Betty Norris and her father, unmarked, are lost forever. But the river still ripples along the shore and the great mountains rest as quietly in the pink rosed morn and the purple lillied twilight as if there were in all of human history no broken hearts, no lives plunged deep in hopeless shadows.



PICTURESQUE BALTIMORE & OHIO ALONG THE POTOMAC RIVER WEST OF HARPER'S FERRY.

This article was prepared especially by the Navy Department for the Book of the ROYAL BELL, and the illustrations are from the last official photographs of the "Maine" before going to Havana and the morning after the explosion. Through the courtesy of the Navy Department the photographs are now the property of the Passenger Department of the Baltimore and Ohio Railroad. This official souvenir should appeal to every American citizen.

U. S. S. "MAINE."

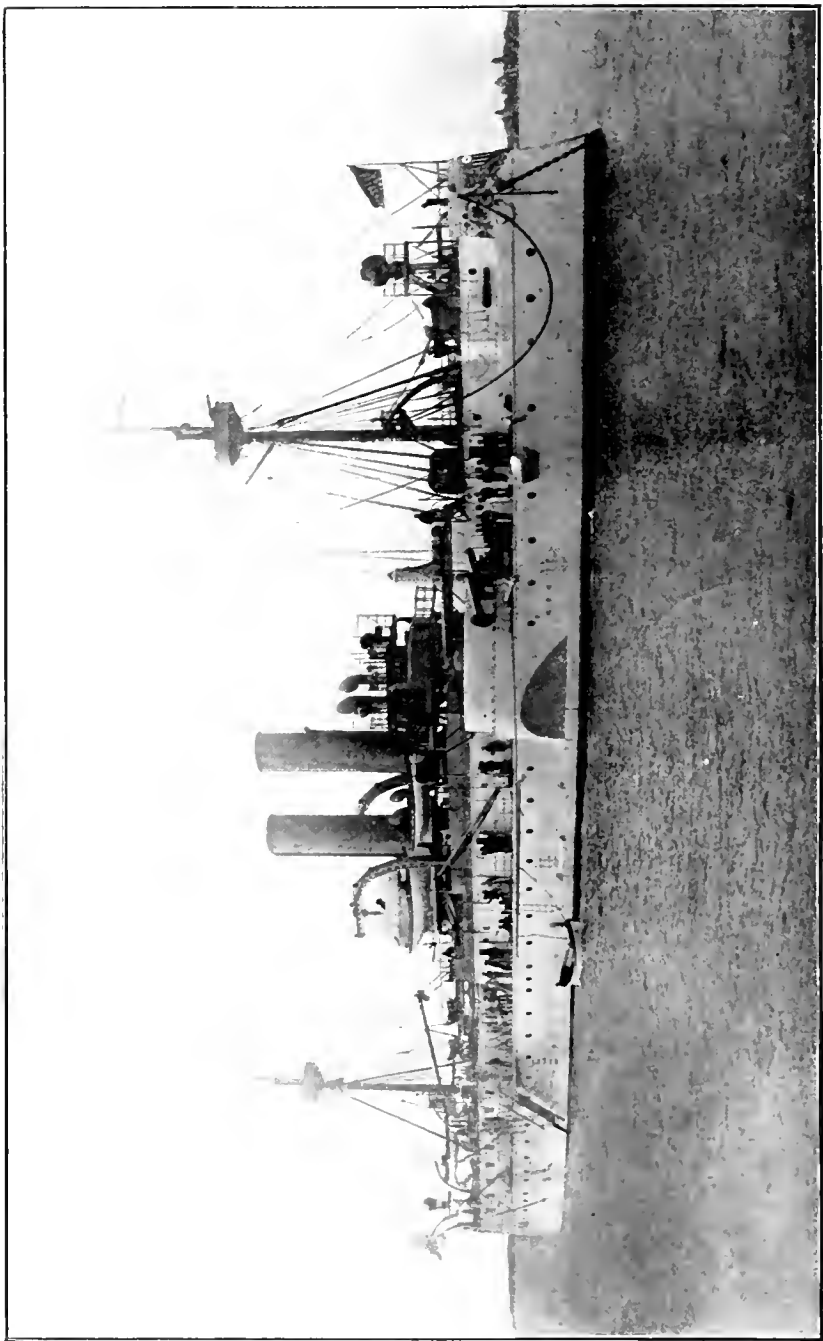
THE "MAINE" was designed by the Bureau of Construction and Repair at the Navy Department in the summer of 1887, and orders were sent to the New York navy yard about the first of November of that year to begin the construction.

The work of preparation was considerably delayed by a fire which destroyed the construction drafting office at that yard with many of the working drawings and schedules of materials which had been prepared, so that the actual work of construction was not commenced until September, 1888. The ship was launched November 18, 1890. The work advanced rapidly until it reached the point where it was necessary to fit the armor before proceeding further, and then there were protracted delays owing to the incompletion of the armor making plant at Bethlehem, Pa. Much work could not be done until the armor was in place, so that the ship was not finally commissioned for service until September 17, 1895. Since then she has been in constant service as a part of the North Atlantic or home squadron, and has proved herself a thoroughly efficient and serviceable vessel, being conceded to be one of the best of her class in the world. She cost \$2,500,000 complete, \$820,000 of which was paid for armor and \$750,000 for the propelling machinery, which was built by contract by the Quintard Iron Works of New York, leaving less than \$1,000,000 expended upon the hull and its appendages and outfit.

In general appearance and disposition of the battery she resembles the "Riachuelo" of the Brazilian Navy, which ship was just completed at the time of her design, and was regarded as the best vessel of her class afloat. The resemblance goes no farther, however, for in everything but the position of the turrets and shape of the superstructure she is radically different from that ship. As originally designed, the turrets for the 10 inch guns were similar to the "Riachuelo's," but they were modified previous to construction, in harmony with more modern ideas, and the axis of the guns raised considerably higher above the deck than had been originally intended. The arrangement of the auxiliary battery, consisting of six 6 inch

B. L. R. guns, has never been changed and is similar to that of the "Riachuelo." Her displacement when in all respects ready for sea is 6,682 tons, being about 1,000 tons greater than her prototype. She is a twin screw, armored, turret vessel of the belted cruiser type, the water line for about sixty per cent of her length amidship being protected by an armor belt 12 inches thick, extending from three feet above the normal water line to four feet below the same. An armored deck 2 inches thick is worked on top of this belt and is extended forward and aft to the ends of the vessel. Her length on the water line is 318 feet and 324 feet over all. The breadth over all is 57 feet and normal draft of water 21½ feet. Her displacement per inch of immersion at the normal water line is 32.3 tons, and her metacentric height, the same being a measure of her stability, is 3.45 feet. The weight of the hull and fittings without armor, armament or machinery is 3,002 tons, of side armor 526 tons, of turret and breastwork armor 533 tons, of propelling machinery 913 tons, of armament and ammunition 487 tons, and of coal, stores, boats, spars and general outfit 1,221 tons. Her battery consists of four 10 inch B. L. R. guns mounted in two turrets placed on echelon, the forward turret being on the starboard side and the after turret on the port side, both partially overhanging the side of the ship and being supported by armored sponsons. The armor of these turrets is 12 inches thick. Of her auxiliary battery two 6 inch guns are mounted on the main deck forward and two on the main deck aft and two on top of the midship superstructure, all being protected by armor shields. Her secondary battery consists of eight 6 pounder, eight 1 pounder and four Gatling guns. She is fitted with four torpedo tubes, two on each broadside.

The propelling machinery consists of two sets of vertical triple expansion engines having cylinders 35½, 57 and 88 inches in diameter with 36 inches stroke and 9,000 indicated horse power. There are eight cylindrical Scotch boilers, 14 feet 8 inches in diameter and 10 feet long, carrying a working pressure of 135 pounds per square inch with 553 square



U. S. S. "MAINE."

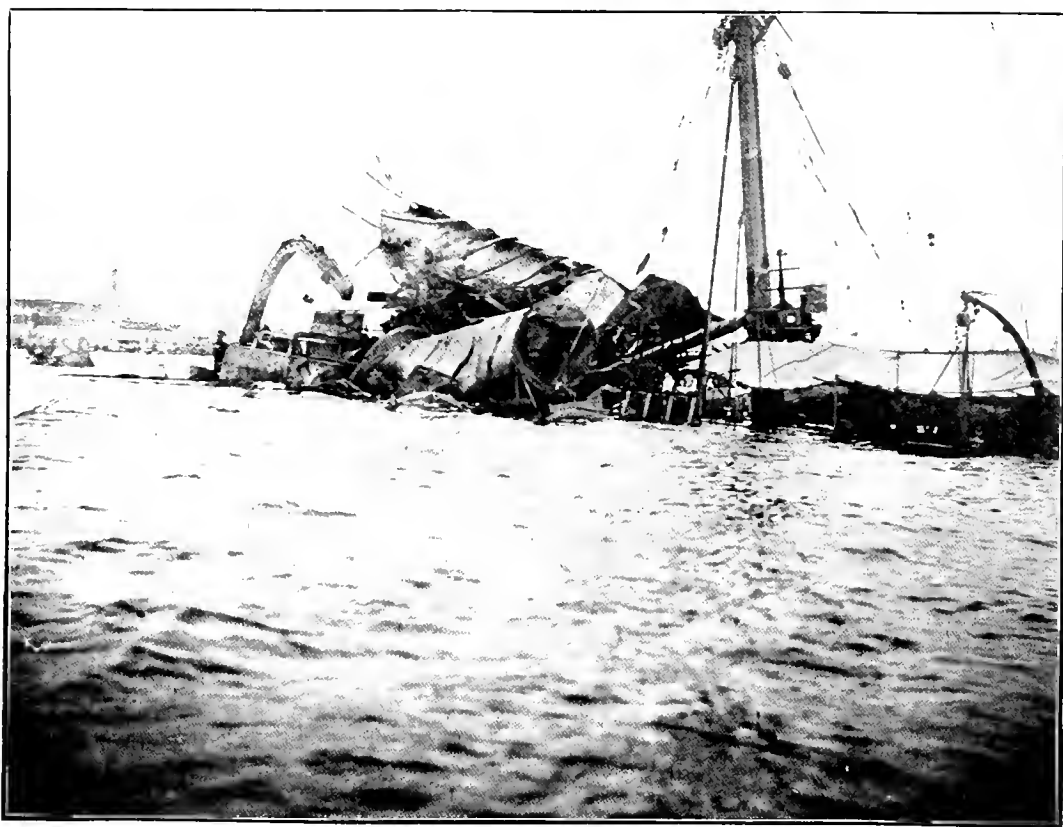
feet of grate surface and 18,800 square feet of heating surface.

The total capacity of the coal bunkers is 896 tons which gives her a radius of endurance of about 4,250 miles at 10 knots speed. She has never had a full power speed trial but can make about 17 knots per hour. Her rig consists of two steel military masts having no sails. Her complement consists of 400 officers and men.

On the night of Tuesday, February 15, 1898, at 9.40 o'clock this magnificent war-ship was blown up while at anchor

lives. At the present writing the Court of Inquiry is still in session in Havana, endeavoring to ascertain through what agency, whether accident or design, the appalling disaster occurred.

The full page illustration shows the vessel prepared for her trip to Havana. The other picture is from photograph taken on the morning of Wednesday, February 16, by a photographer of the "New York Herald," stationed at Havana. This photograph was brought from Havana by Lieutenant Hood, of the "Maine," and forwarded to the Secretary of the Navy by Rear Admiral Sicard.



U. S. S. "MAINE" FROM PORT QUARTER WORKING FORWARD.

in the harbor of Havana, opposite Moro Castle. Two hundred and fifty-three men, including two officers, lost their

Both photographs are the property of the passenger department of the Baltimore & Ohio R. R.

IMPORTANT TO TEACHERS.

IN addition to this special number of "The Book of The Royal Blue," the Baltimore & Ohio Railroad have issued a complete guide to Washington, which can be procured at any of the principal Ticket Offices of the Company named herein, or will be mailed direct on application to the undersigned upon receipt of 2 cents in postage.

Copies of "The Book of the Royal Blue" can be obtained at the office of publication in Baltimore upon receipt of 6 cents in postage per copy. The supply of back numbers has been exhausted.

D. B. MARLIN, Mgr. Pass'r Traffic,
Baltimore & Ohio R. R.,
Baltimore, Md.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
Lv. WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
Lv. BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.57	2.15	3.49	6.00	1.15	9.50
Lv. BALTIMORE, MT. ROYAL STATION ..	7.59	8.54	10.54	1.01	2.20	3.53	6.04	1.26	9.54
Ar. PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	3.55	12.00
Ar. NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
Ar. NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, WHITEHALL TERMINAL ..	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15	
Lv. NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
Lv. PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
Ar. BALTIMORE, MT. ROYAL STATION ..	10.04	12.41	2.26	3.36	6.42	7.49	9.32	10.41	6.05
Ar. BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	5.46	7.53	9.36	10.45	6.15
Ar. WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
Lv. NEW YORK, WHITEHALL TERMINAL ..	10.00 AM	2.00 PM	3.25 PM	5.55 PM	3.25 PM	-----	12.15 NT
Lv. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	3.30 PM	4.30 AM	12.15 NT
Lv. PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	5.42 PM	8.00 AM	8.00 AM
Lv. BALTIMORE, MT. ROYAL STATION ..	2.26 PM	6.42 PM	7.49 PM	10.41 PM	7.49 PM	10.04 AM	10.04 AM
Lv. BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	7.58 PM	10.12 AM	10.25 AM
Lv. WASHINGTON	3.40 PM	8.06 PM	8.50 PM	11.55 PM	9.00 PM	11.05 AM	11.25 AM
Ar. PITTSBURG	-----	-----	5.35 AM	-----	-----	8.00 PM	-----
Ar. WHEELING	-----	8.20 AM	-----	-----	-----	-----	-----
Ar. COLUMBUS	-----	11.35 AM	-----	2.55 PM	-----	-----	-----
Ar. TOLEDO	-----	-----	-----	6.35 PM	-----	-----	-----
Ar. CHICAGO	-----	9.00 PM	-----	-----	-----	10.00 AM	12.00 NN
Ar. CINCINNATI	8.25 AM	-----	-----	5.30 PM	-----	-----	2.50 AM
Ar. INDIANAPOLIS	-----	-----	-----	-----	-----	-----	7.00 AM
Ar. LOUISVILLE	12.25 PM	-----	-----	10.50 PM	-----	-----	-----
Ar. ST. LOUIS	6.40 PM	-----	-----	7.36 AM	-----	-----	-----
Ar. ROANOKE	-----	-----	-----	-----	5.30 AM	-----	-----
Ar. KNOXVILLE	-----	-----	-----	-----	2.10 PM	-----	-----
Ar. CHATTANOOGA	-----	-----	-----	-----	5.45 PM	-----	-----
Ar. MEMPHIS	-----	-----	-----	-----	7.10 AM	-----	-----
Ar. NEW ORLEANS	-----	-----	-----	-----	8.30 AM	-----	-----

Through Pullman Sleepers to all points. NOTE—On Sundays leave New York at 2.00 p. m., Philadelphia 4.20 p. m., Baltimore 7.00 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
Lv. CHICAGO	-----	2.45 AM	3.30 PM	10.25 AM	-----	-----	7.00 PM
Lv. TOLEDO	4.55 PM	-----	-----	-----	-----	-----	-----
Lv. COLUMBUS	8.55 PM	-----	-----	12.25 AM	-----	-----	-----
Lv. WHEELING	-----	-----	8.05 AM	-----	9.00 PM	-----	12.35 PM
Lv. PITTSBURG	-----	-----	-----	-----	-----	-----	-----
Lv. ST. LOUIS	8.20 AM	2.35 AM	-----	-----	-----	-----	-----
Lv. LOUISVILLE	2.15 PM	8.15 AM	-----	-----	-----	-----	-----
Lv. INDIANAPOLIS	-----	7.55 AM	-----	-----	-----	-----	-----
Lv. CINCINNATI	6.35 PM	12.05 PM	-----	-----	-----	-----	-----
Lv. NEW ORLEANS	-----	-----	-----	-----	-----	7.10 PM	-----
Lv. MEMPHIS	-----	-----	-----	-----	-----	8.30 PM	-----
Lv. CHATTANOOGA	-----	-----	-----	-----	-----	9.45 AM	-----
Lv. KNOXVILLE	-----	-----	-----	-----	-----	1.20 PM	-----
Lv. ROANOKE	-----	-----	-----	-----	-----	11.30 PM	-----
Ar. WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
Ar. BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.50 AM	1.00 AM
Ar. BALTIMORE, MT. ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
Ar. PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
Ar. NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
Ar. NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE.
PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. — FINEST SERVICE IN THE WORLD. — SOLID
VESTIBULED TRAINS. — PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. Parlor Car Philadelphia to Washington.
- No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington; on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON,
PITTSBURG, WHEELING, COLUMBUS, CLEVELAND,
TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST.
LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

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W. E. LOWES, Advertising Agent, Baltimore, Md.

FREIGHT.

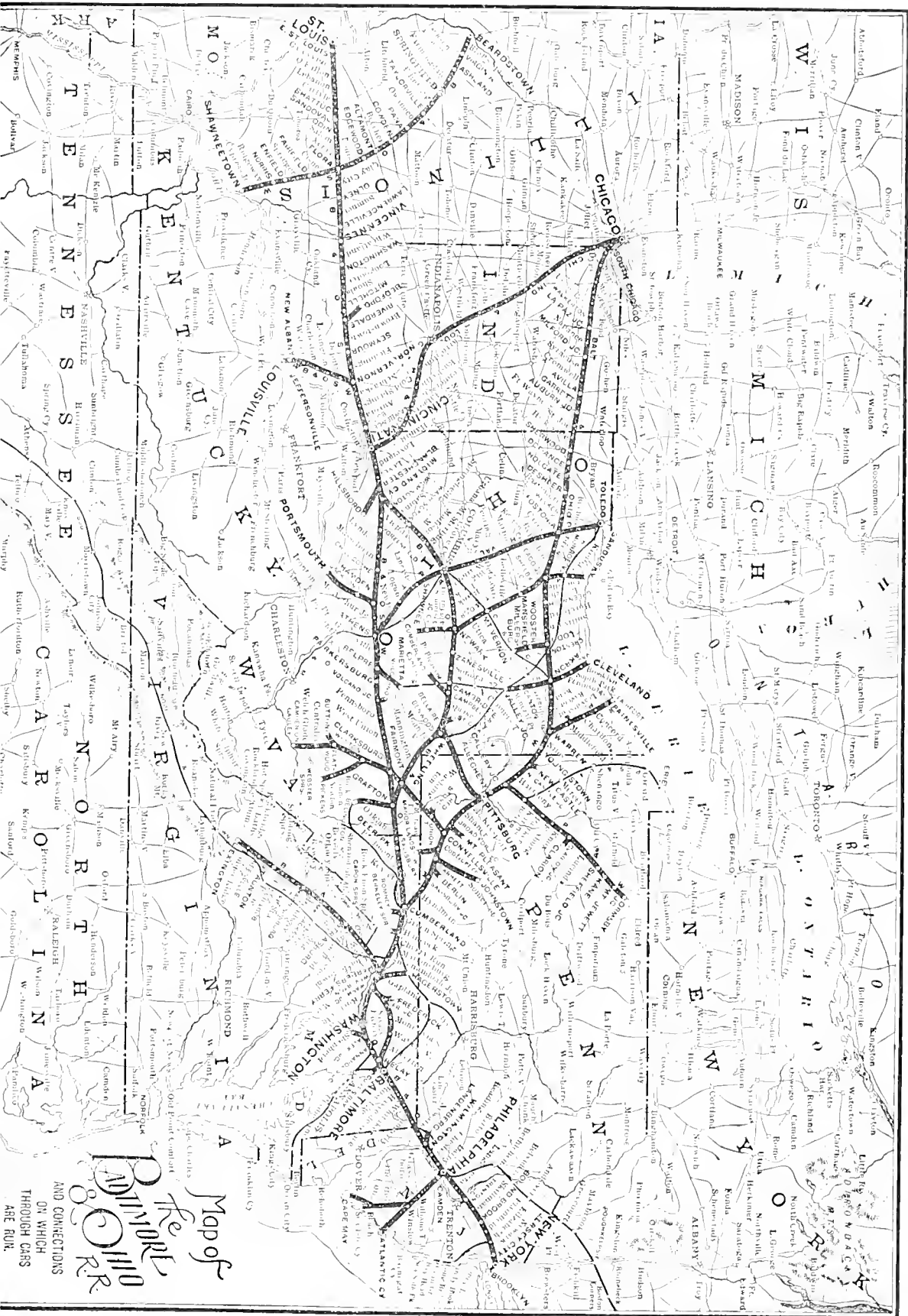
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B. F. KAYE, Division Freight Agent, Titlin, O. Central States Dispatch, Cincinnati, O.

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J. H. MADDOX, Press Agent, Baltimore, Md.

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MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129.00
PITTSBURG DIVISION	391.00
NEW YORK DIVISION	5.30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309.68
TRANS-OHIO DIVISION	774.25
TOTAL MILEAGE WEST OF OHIO RIVER	774.25
TOTAL MILEAGE OF SYSTEM	2,083.93



Baltimore & Ohio R.R.

ALL TRAINS VIA WASHINGTON
WITH STOP-OVER PRIVILEGE

EAST AND WEST



CALENDAR • 1898



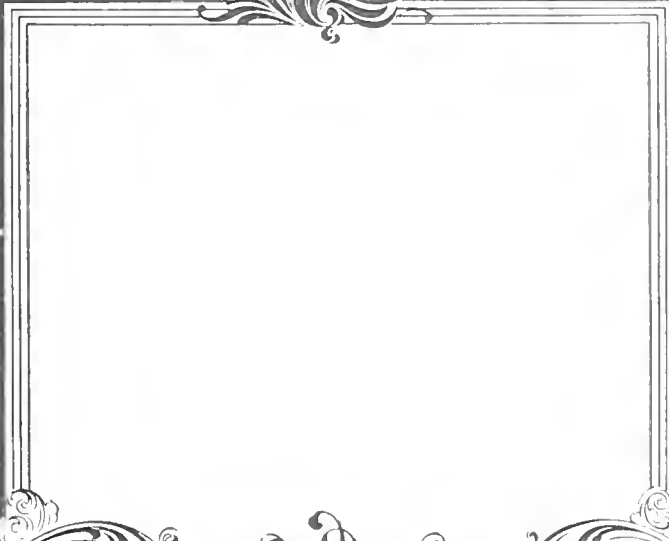
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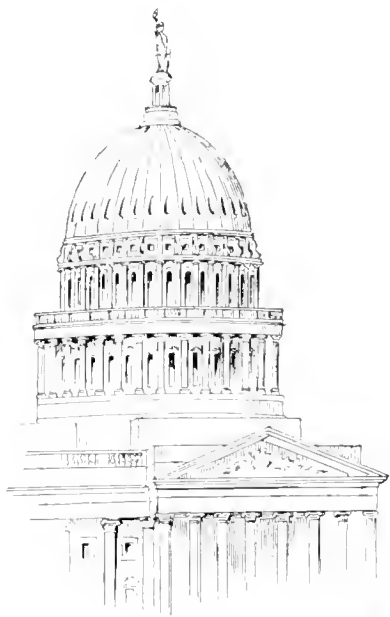
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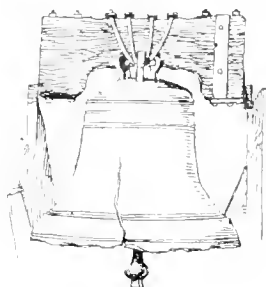


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See page 15

WILLIAM McKINLEY, PRESIDENT UNITED STATES.

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(This photograph was taken at Executive Mansion by Mr. William Dawwidoff, official photographer of the Baltimore & Ohio R. R. shortly after the President signed the \$60,000,000 appropriation bill for national defense.)

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, APRIL, 1898.

No. 7.

ATLANTIC CITY

AND THE EASTERN COAST RESORTS.

BY E. H. KELLY.

ENGLAND has its Brighton, France its Trouville, Italy its Nice and Riva, but America has an Atlantic coast front richly endowed with sea-coast resorts from Florida to the Canadian border for every season of the year.

little city is on an island ten miles long and three-fourths of a mile wide at its widest point. It is separated from the mainland of New Jersey by an estuary of the ocean. Beyond, toward the inland, are the low lying flats covered with the



BATHING HOUR.

But of these many hundred little cities of transient population, Atlantic City has become the Acropolis. On the Atlantic coast, fifty-six miles southeast of Philadelphia lies this most famous sea-coast resort. The grand old ocean sweeps away to the East three thousand miles, unbroken by a speck of land, to lave the shores of the Old World. This

vast pines from which sweet fragrance intermingles with the invigorating salt air of the ocean. This island is an upheaval of the sands of centuries from the depths of the grand Atlantic.

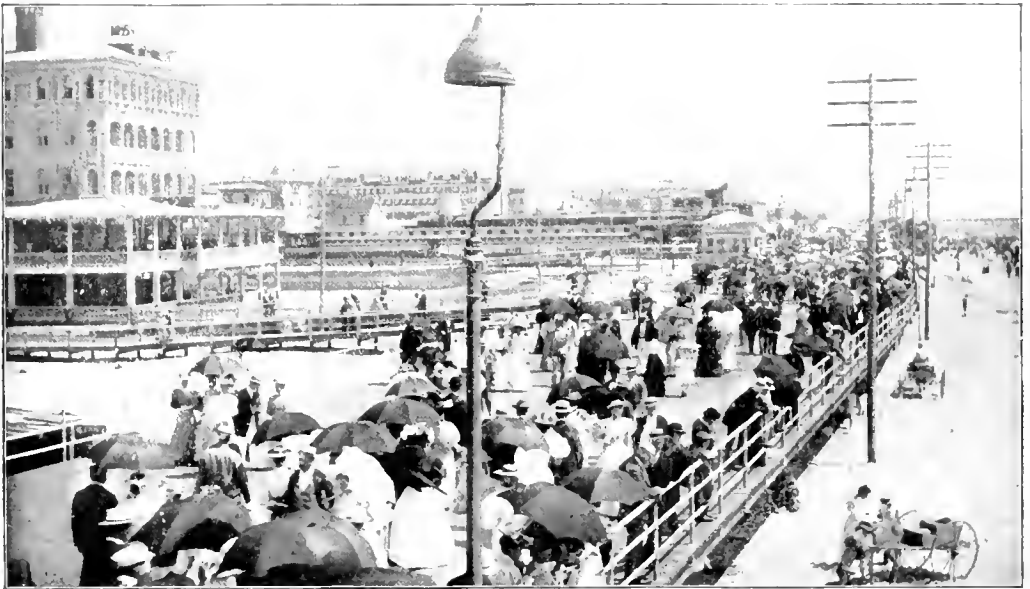
Although situated within the zone of wintry cold and summer heat, Atlantic City is blessed with an invigorating, health-giving climate. The winters are

devoid of the piercing blasts, in contrast with those of resorts farther to the north. While in summer, the cooling breezes from the ocean laden with the crisp salt air makes this climate the most perfect in the world. Here it is the invalid seeking health finds exhilaration and vitalization; he who is blessed with health is here to seek pleasure; the foreigner comes for diversion; in fact, all sorts and conditions of men unite in forming one grand cosmopolitan procession, the equal of which is unsurpassed and witnessed nowhere in the world.

Naturally Atlantic City is favored with a myriad of hotels. It has been

was originally laid out by the quiet Quakers of Pennsylvania and New Jersey, who went there to hold their unobtrusive meetings. To-day the scene is one of continued bustle and excitement.

Along the ocean front for a distance of seven miles is the famous Esplanade or "Board Walk," with its forty feet of planking, built on steel girders. Along the "Board Walk" on the ocean side extends the famous bathing beach, which enjoys the proud distinction of being the most perfect bathing shore in the world. On the shore side can be found the innumerable booths, merry-go-rounds,



MORNING ON THE ESPLANADE OR "BOARD WALK"

estimated there are about eleven hundred hotels and cottages devoted to the transient population. Some of these hotels are as magnificent in detail as can be found in the country. Every possible opportunity for comfort, health and pleasure is afforded. The rich can find luxury in its most profuse form; the humble can secure less pretentious quarters and be comfortably provided for. The grand old ocean with its cleansing and health-giving waters and the invigorating air treat all alike, and is no respecter of persons.

Atlantic City to-day presents an entirely different spectacle than when it

hotels, bath pavilions, theatres and every conceivable "catch penny" attraction which seeks these popular places and convert them into "Vanity Fairs." Thousands of people may be seen promenading the Esplanade in a never ending procession, from South Atlantic, the lower end, to the upper end, known as the "Inlet." The Inlet is so named because it is here that the ocean rushes in and forms the estuary which cuts off Atlantic City from the main-land. It is the rendezvous of yachtsmen and fishermen. Sailing craft of every kind and description can be hired for a reasonable pittance for a

day's sail or a fishing jaunt on the ocean. The popular daily race is started from this point and the pleasure seekers find enjoyment in picking out their "winners," and going aboard their favorite yacht, take active part in the race down the ocean past the city. It is a common sight to see fifteen or twenty of these beautiful little crafts sailing down past the city just beyond the steel piers and tacking back to the starting point amid the cheers of the vast throng of people gathered on the beach or the "Board Walk." Occasionally there are little accidents but rarely do we hear of anything serious.

past three years that there has been over one hundred thousand people in the surf at one time. This seems to be a great number but there is no exaggeration of the possibilities that the magnificent beach affords. With a gentle slope from the "Board Walk," it extends seaward for a distance of two hundred yards. The favorite bathing hour is between eleven and twelve o'clock, when the great crowds take advantage of the incoming tide. The sight presented is one which defies description; men, women and children in bathing costumes of varied hues, form a picture never to be forgotten. As a



A BATH HOUSE AND PAVILION

The back waters from the Inlet form excellent fishing grounds and oyster beds.

Down the "Board Walk" from the Inlet, about half a mile, is the Absecon Light-house and the Life Saving Station. It is an interesting fact that the light from this light-house is the first which is seen by the ocean steamers which take the Southern route from the old world to this country. It is said to be plainly seen forty miles at sea.

The surf bathing which has made Atlantic City famous, is one of the wonders of the world. It has been estimated on several occasions in the

safe-guard to the more reckless bathers there is formed a volunteer surf guard of expert swimmers, who patrol the beach beyond the breakers and are ready at all times to come to the assistance of the unfortunate bather, who has either gone beyond his depth or has in a fit of fool-hardiness swam out too far and become exhausted. There are almost daily instances in the crowded season, of the prowess of these life savers. These men are paid principally by subscription from the bath houses and by contributions which are taken up from the generous throng who have witnessed the saving of a life.

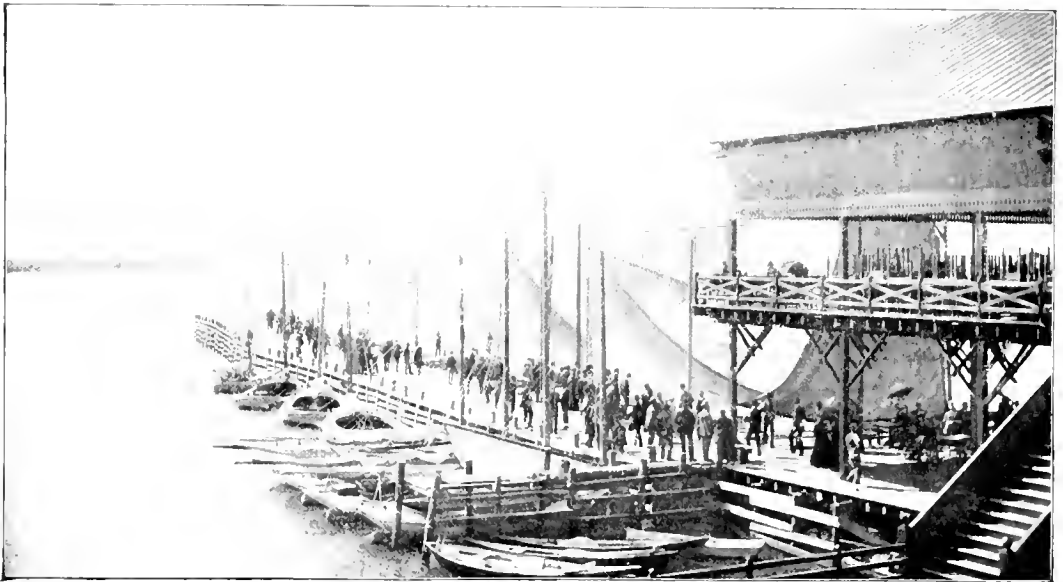
The great Iron Pier at the foot of Tennessee Avenue extends seaward about twelve hundred feet and is a favorite spot from which to view the shores. Out at its farthest end is an immense dip net which is hauled every afternoon, forming great amusement to lookers on. The hauls are scarcely alike two days in succession; every kind of sea fish imaginable is taken in and occasionally a man-eating shark finds his way into its meshes. There is no better place to see the variety of the fishes of the ocean than to visit this spot.

At night Atlantic City is one grand blaze of light and gayety. The merry

York, Philadelphia, Baltimore and Washington and the many smaller cities of the East. To the Westerner, who is a resident of the inland cities, Atlantic City is a most delightful relief. He detects quickly the delightful ozone in the atmosphere, and the salt air is a stimulus for him, which tingles his blood and fills him with renewed vigor.

ASBURY PARK, N. J.

"I climbed the sea-worn cliffs that edged the shore,
And looking downward watched the breakers curl
Around the rocks, and marked their mighty swirl
Quiver through swaying sea-weed dark and hoar.
Eastward the white-caps rose with far-off roar,
Against a sky like red and purple pearl,



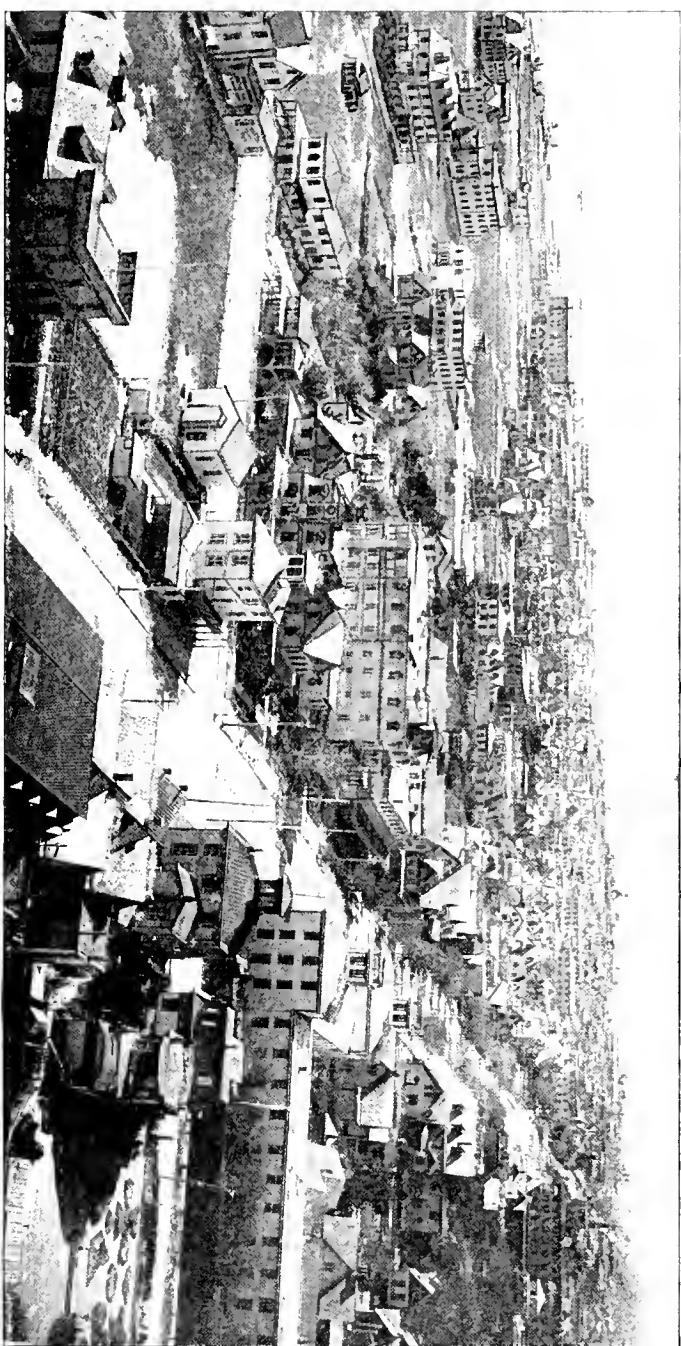
THE INLET FLEET OF YACHTS ATLANTIC CITY

revelers are promenading the "Esplanade" in thousands or attending the hops in the many hotels or taking in the sights of the side-shows along the famous promenade. Here are found fakirs of every nation, and the world renowned "Midway Plaisance," of the Chicago World's Fair, has its greatest rival. Although Atlantic City is the gayest of the gay, yet it is a haven of perfect rest and quiet for nervous and sickly bodies and it forms one of nature's grandest sanitariums, where a week's rest and diversion will prove more beneficial than all the medicine chests of physicians.

Atlantic City is a great resort of New

Then hollowed greenly in, and rushed to hurl
Their weight of water at the cliffs before.
Only a sea-gull flying silently,
And one soft rosy sail were now in sight,—
A sail the sunset touched right tenderly,
And flushed with dreamy glory faintly bright.
Then fain would I have crossed the tossing sea,
I fain dared the storm to float within that light."

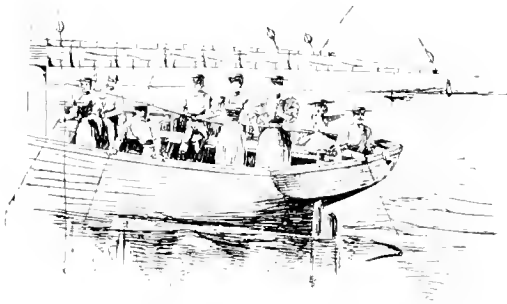
Much might be said of the beauty of this section of the Atlantic coast. Along the coast from Sandy Hook on the north to Point Pleasant on the south, the land is high, the soil is fertile, and it is no uncommon thing in summer time to see fine fields of corn well filled with large golden ears, waving to the breeze close by the ocean's edge. The pleasant



BIRDSEYE VIEW OF ATLANTIC CITY, NEW JERSEY.



GLIMPSES OF ATLANTIC CITY.



groves, the romantic lakes, the shady nooks, the handsome residences and fine drives all add to its charm. To the north of Asbury Park lie Interlaken, Lock Arbor, Deal Beach, Elberon, Holly Wood, Long Branch and Monmouth Beach; to the south lie Ocean Grove, Bradley Beach, Avon-by-the-Sea, Belmar, Como, Spring Lake, Sea Girt and Point Pleasant; and to the west lies Wanamassa. All of these resorts come within this belt of fertile land wafted by breezes from the health-giving pines on the west and the ocean on the east.

A belt line of electric cars encircles the entire town. The ride is delightful, leading over a mile through the business part of the town, and within two hundred feet of Wesley Lake, then passing near to all the principal hotels and within sight of the ocean and the wide board-walk or plaza, dotted here and there with pavilions and extending the entire length of the town, then along the beautiful and romantic Deal Lake, and passing some of the many fine private residences, and within sight of Interlaken, passing the athletic grounds, Sunset Lake and the railroad stations, with their beautiful grounds, making a ride to be appreciated by all.

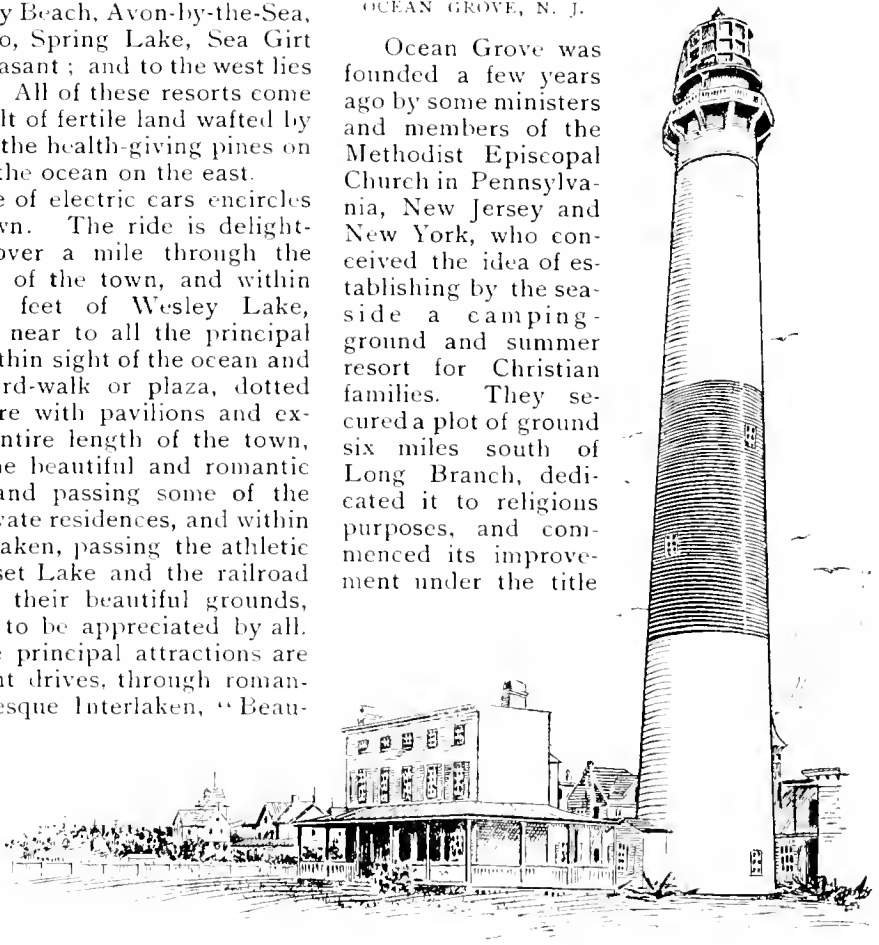
Among the principal attractions are the magnificent drives, through romantic and picturesque Interlaken, "Beau-

tiful Avon-by-the-Sea," the waving fields of golden grain, the extensive green lawns that encircle the costly mansions of the various nearby villages, with the gay beds of choicest flowers filling the air with their sweet perfume, and through the shady nooks and under the stately pines and sturdy oaks that line the drives to the west.

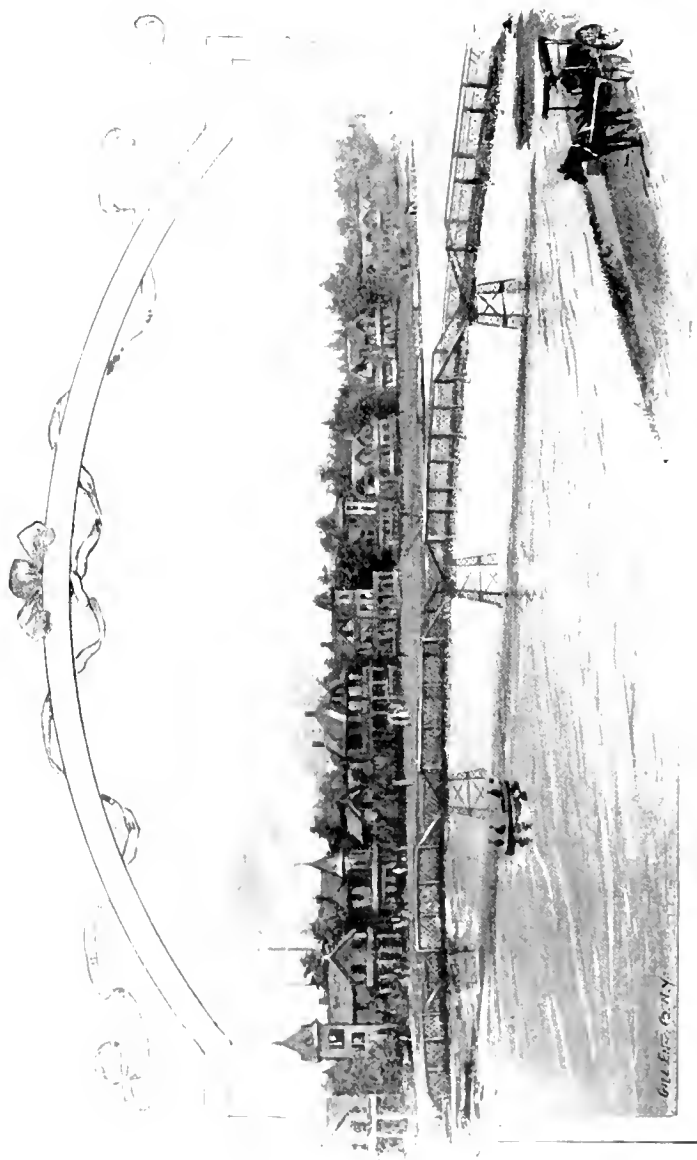
The purity of the atmosphere, the solid agricultural back country, the absence of that intolerable pest, the mosquito, with other advantages, such as its wide streets, grand ocean promenade and pavilions, make it a place of unrivaled excellence. There is everything to please the most fastidious taste, and to satisfy the most eager search for health and pleasure.

OCEAN GROVE, N. J.

Ocean Grove was founded a few years ago by some ministers and members of the Methodist Episcopal Church in Pennsylvania, New Jersey and New York, who conceived the idea of establishing by the seaside a camping-ground and summer resort for Christian families. They secured a plot of ground six miles south of Long Branch, dedicated it to religious purposes, and commenced its improvement under the title



ABSECON LIGHTHOUSE, ATLANTIC CITY.



OCEAN GROVE, NEW JERSEY

of "The Ocean Grove Camp-Meeting Association." The Association was authorized to make its own laws, and these have been framed so as to secure for all time the purposes in view when the work began. No intoxicating liquors are allowed on the grounds. Boating, bathing and driving are prohibited on Sunday, and all behavior unbecoming such a place is quickly suppressed. These regulations, suiting the religious ideas of a large number of people, have made the place extremely popular to those

and a much less number of hotels. Cape May is not as pretentious as Atlantic City in its general gayety, but many are the interesting parties which are given by individuals to their coterie of friends during the gay season.

It is not a cosmopolitan watering place but more of a resort of the wealthy class. The bathing beach in many respects surpasses that of Atlantic City, but is not so popular to the multitude. Cape May does not boast of a famous "Board Walk" to such pretensions as



BREAKERS.

who are less worldly, who now visit it to the number of more than 500,000 every year.

CAPE MAY, N. J.

Where the placid waters of the Delaware unite with the Atlantic Ocean is a picturesque spot where all the fancies of nature may be carolled to their fullest extent. It is Cape May, the sister resort of Atlantic City. It is different from the latter in that there are more cottages owned by private individuals

Atlantic City, but nevertheless a similar promenade can be found here. The smooth hard surface of the beach extends gently seaward, even farther than the beach of Atlantic City, and the same exhilarating salt air is wafted in on the breath of the ocean.

Cape May is the same distance from Philadelphia as Atlantic City, but more to the southeast, and the popular bathing hour is the same, as the tides are alike. This resort is older than Atlantic City, but as popular favor is fickle, this together with the desire of the private

property holders to maintain Cape May as a strictly fashionable resort, has helped to make Atlantic City the favorite of the public at large. There are palatial hotels and modern cottages for the most fastidious, and it will always be a favorite to the "40,000."

Between Cape May and Atlantic

City is Sea Isle City, another beach resort, which has more or less popularity.

All of these resorts are reached directly by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway; the "Royal Blue Line" and "Royal Reading Route," the double track routes to the sea.



OCEAN AVENUE, CAPE MAY



For Harper & Co.

For Harper & Co.

TYPICAL BATHING SCENE AT ATLANTIC CITY

IN THE REALMS OF OLD KING COKE.

BY WILLIAM GILBERT IRWIN.

FROM an industrial standpoint the great Connellsville Coke Region of Southwestern Pennsylvania, through the heart of which passes the line of the Baltimore and Ohio Road, is one of the most interesting sections of the United States. Pittsburg has been styled the unique city of our great Republic, and, while she owes her greatness to such a myriad of diversified circumstances and favorable advantages that it would be difficult to assign her greatness to any one of her vast resources, yet were it possible to single out any one resource which more than any other has been conducive to the rise of the Iron City, that one would be her boundless fuel supply. Her raw coal fields have given Pittsburg a greater water tonnage than that of New York City. Close to her doors lies the greatest coke region on *terra firma*.

To trace in elaborate detail the infantile vicissitudes of the industry and to follow it through the various stages of its development, we have one of the most interesting recitals presented in all the annals of trade. The story reads like a fairy tale of industry, for at every point we see the mightiest struggles of genius, the boldest strokes of business stratagem, and the most gigantic schemes involving the outlay of enormous capital and the organization of great armies of employes.

The Connellsville Coke Region takes its name from the thriving town of Connellsville, which town was formerly the headquarters of the freight department of the Pittsburg Division of the Pittsburg and Cumberland Line of the Baltimore & Ohio Road. Located on the banks of the classic Yough, in the good old county which keeps fresh in the memory of the people the name of that noble young Frenchman who gave up his home and native land that he might devote his life to the cause of the struggling patriots, Connellsville is the center of this famous coke region, and about it the industry was first established and here it passed through many of the early stages of its development.

While the Connellsville Region properly lies just at the western foothills of

the Alleghenies and extends from the Mason and Dixon Line northward to the town of Latrobe, the region really extends far beyond these borders. Let him who would study aright the coal area from which the world's greatest coke region has risen climb to the top of Chestnut Ridge and turn back with the finger of science the earthen leaves of the book which nature has spread out at his feet. Like the inscription on the tower of Pharos, the creator's name stands out in deep letters when the crust of clay is broken off, and the zealous hands of nature herself have washed off the dirt and left the specimens of her handiwork visible upon the western slope of her ridge. According to the more or less certain traditions of geology the different coal veins of this section once spread out in unbroken sheets from middle Pennsylvania to middle Ohio, far southward into Dixie land and northward into the Empire State. Little patches of these fragments of the less destructible rocks which are their geological neighbors, are still found scattered throughout the country, where now the lower coal veins are near the present surface.

Whether the general height of the continent was at that pre-historic time much above the sea level is questionable. The ocean then flowed over the rich farming sections of eastern Pennsylvania and surrounding states, and the wide-mouthed marine monsters of that age grazed over the flat acres where to-day the frugal Pennsylvania Dutch pasture their mild-eyed milk producers. Later this section of our country was lifted and tossed into the air, and finally, through the lapse of ages, the high, steep mountain sides were worn down to their present contour.

The surgery of nature has here cut down to the bones of mother earth, and we can trace the layers of flesh and veins and skin that, although now covering only the valleys, was formerly continuous over the mountain crests. Away down in the valley, far below the Freeport vein crops out the rich coking coal. Marked by a line of undulating strata, the smoke from the thousands of coke

ovens, it stretches away to the north and to the south. The geology of this section carries one back to a time so remote that it seems like eternity itself, when the trees which have been digested in the cannibal stomach of mother earth were bred upon the land under the amorous kisses of the sun.

The fairy tale of science which could be woven from this peaceful field of industry does not exceed in interest the story of the rise of the great coke industry here in Southwestern Pennsylvania. Its early days present a story of disheartening adventure and costly experiment, but through the genius of an irresistible progress, the industry rose and flourished, and has since given rise to other great industries. When some Gibbons or Macaulay shall rise to portray the honors won by mankind in the peaceful fields of industry, the story of old King Coke shall form one of the most interesting chapters of that recital.

The first coke manufactured in this region was made near Connellsville, in 1817, and the coke was used at the blast furnace near by, which was the first ever operated west of the mountains. The first ovens erected in this region were erected by Provance McCormick, John Taylor and James Campbell, in the year 1841, and an attempt to place the product in the markets of Cincinnati and other river cities proved unsuccessful. While various attempts at coke making were made between 1842 and 1860, it was not until after that time that the industry took a firm hold in this region.

The H. C. Frick Coke Company, to-day the leading firm engaged in the industry, was organized in the year 1871, and since that time the growth of that corporation has been constant, and to-day it controls more than two-thirds of the 18,708 ovens which comprise the eighty-seven coke plants of this region. This great coke firm has a chartered capital of \$10,000,000. It controls over 50,000 acres of coal lands in this region. For the equipment of its various plants it has sixty miles of railroad, twenty-five locomotives, 2,000 railroad cars, 100 stationary engines, fifty miles of wire rope, 200 steam boilers, 5,000 mine cars and 400 miles of mine track. When running full time the output of the plants of the concern is upwards of

180,000 tons per week. Over 20,000 workmen are given employment about the mines and ovens of this vast corporation.

The annual output of this coke region is about 15,000,000 tons, and to-day Connellsville coke is to be found wherever manufacturing has obtained a foothold. To-day the industry is carried on in twenty-two states of the Union. The long lines of ovens are now darkening the summits of the snow-clad Rockies and Sierras, and to the north and the south, volcano-like, they belch forth their smoke and soot and grime.

Upward of 10,000 men are employed in getting out the coal for the ovens of the Connellsville region. 10,000 men working one year will do as much work as one man working 10,000 years. If Adam had kept on spading, allowing no time for strikes, he would only be getting on toward noontime when the new dispensation dawned on his bald old head. Methuselah could not have done one hour's such work even if he had been born with a pick in his hand and dropped it at the edge of the grave. This awakening process is daily going on, and still the world moves because modern mechanics are binding the long sleeping giants to the yoke, and thus are mechanical achievements and revolutions constantly being wrought.

Such are the wonders King Coke has wrought here in Southwestern Pennsylvania, and everywhere throughout his domain are to be seen marvels now being accomplished. Towns, villages and mining hamlets have sprung up at the bidding of this master. Railroads have reached out their gathering arms and the armies of employes and liberal capital have produced a busy and a populous region, where not so long ago all was peaceful farming lands and rural-istic scenes. The industry made Connellsville, Scotdale, Mt. Pleasant and scores of lesser towns and villages.

While at some other places new coking ideas are being grafted onto the coke industry, the Connellsville region still clings to the old bee-hive oven. But new ideas are soon to be introduced into the great coke industry here. When this shall be accomplished and the by-product coking systems come to be the prevailing type in this region, then the

traveler shall see no more of the smoke and grime. These new ideas will also make possible the saving of many millions of dollars.

On the Hungarian peasant's mental map the Connellsville region is doubtlessly larger than all the rest of the United States, and to him it is better known than any other section. The introduction of the Hun into this district dates back a score of years, to the time when there was a great demand for the product and when labor was scarce. The Hungarians who then obtained employment at the cokeries wrote home to their friends and ever since that time they have been coming to the region.

This region where old King Coke now reigns supreme is historic ground. Through the region Braddock, Forbes, Bouquet and other leaders during the French and Indian war led their hosts to battle. Washington once owned much of the region, and even at that early day his far-seeing eye caught some glimpses of the ultimate value of the region. Some idea of the vast value of these coal lands may be gleaned from the prices paid for them during the last quarter of a century. In 1864 coal land in this region was selling for \$12.50 per acre, and just thirty years later \$600.00 per acre was paid for the same lands. Within the past six months \$2,500 per acre was paid for land adjoining, and still the prices are going upward. Not less than \$40,000,000 have been paid to the farmers and other original owners of the land in this region.

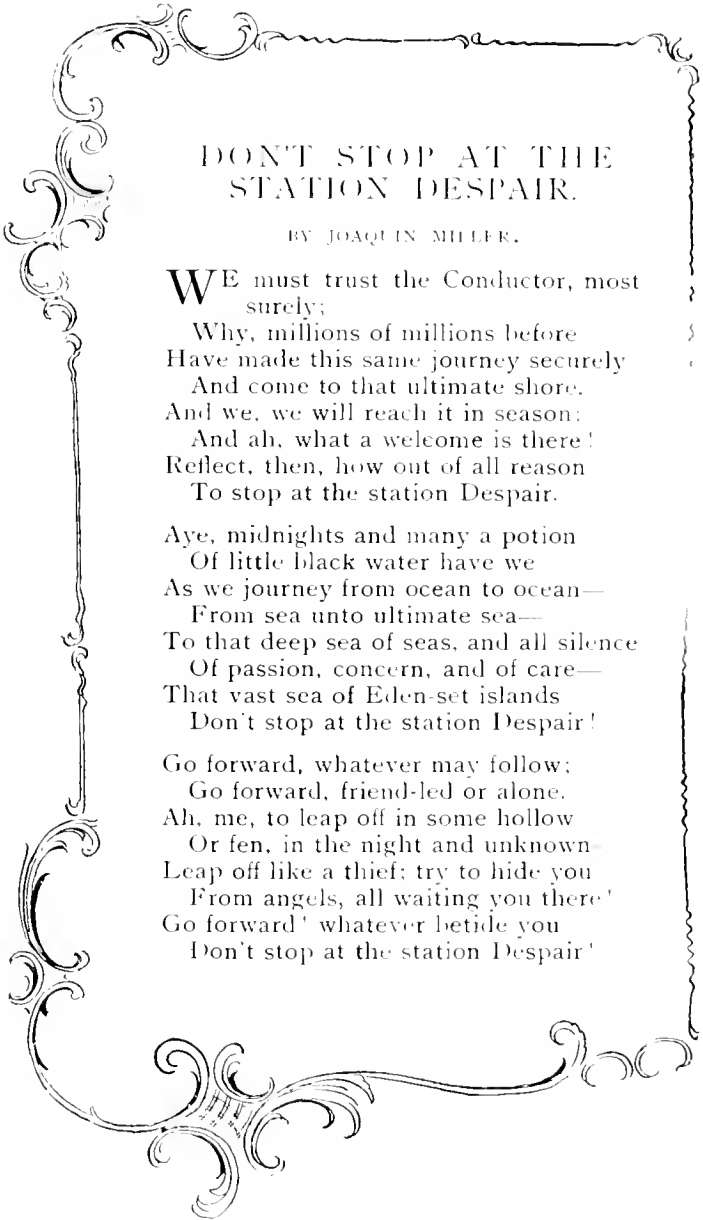
For many years we have heard the cry that this coke region was fast becoming exhausted, but an examination of the region does not bear out this apprehension. Even with the increased coke

production which the next century must see there is no danger of a speedy exhaustion of the coking coal of the region. To realize fully the coking coal still held in reserve in this region it is only necessary to recall the fact that beneath more than three-fourths of the 200 square miles of the region there is still hidden a nine foot vein of coal, and a close computation of this vast reserved energy must startle the most conservative.

While the effects of the coke industry are universal, they are no more apparent anywhere on the face of the globe than here in Southwestern Pennsylvania. The coke industry shifted from the eastern part of the state the pig iron industry, and made possible its grand development. Old King Coke has helped to make Pittsburg famous in every land beneath the sun.

To the traveler passing through the region the true significance of the seemingly obscure industry does not become apparent. By day the long lines of smoke and fire seem to have no other object than to cloud the sky and scent the air with a disagreeable odor. At night the great long lines of fire at intervals along the road remind the traveler of a torch light procession, while their uncanny flickering presents a mental vision of things ghost-like. But this region is famous throughout the world. Its name is frequently upon the lips of the eager-eyed speculator on the exchange, in the mind of the capitalist in his counting house, and in the conversations of the ambitious workmen amid the noise and grime of factories, and the story of its progress and evolution is of interest to all to whom the activities and gains of business are a necessity or have a charm.





DON'T STOP AT THE STATION DESPAIR.

BY JOAQUIN MILLER.

WE must trust the Conductor, most
surely;

Why, millions of millions before
Have made this same journey securely
And come to that ultimate shore.
And we, we will reach it in season:
And ah, what a welcome is there!
Reflect, then, how out of all reason
To stop at the station Despair.

Aye, midnights and many a potion
Of little black water have we
As we journey from ocean to ocean—
From sea unto ultimate sea—
To that deep sea of seas, and all silence
Of passion, concern, and of care—
That vast sea of Eden-set islands
Don't stop at the station Despair!

Go forward, whatever may follow;
Go forward, friend-led or alone.
Ah, me, to leap off in some hollow
Or fen, in the night and unknown—
Leap off like a thief; try to hide you
From angels, all waiting you there!
Go forward ' whatever betide you
Don't stop at the station Despair!

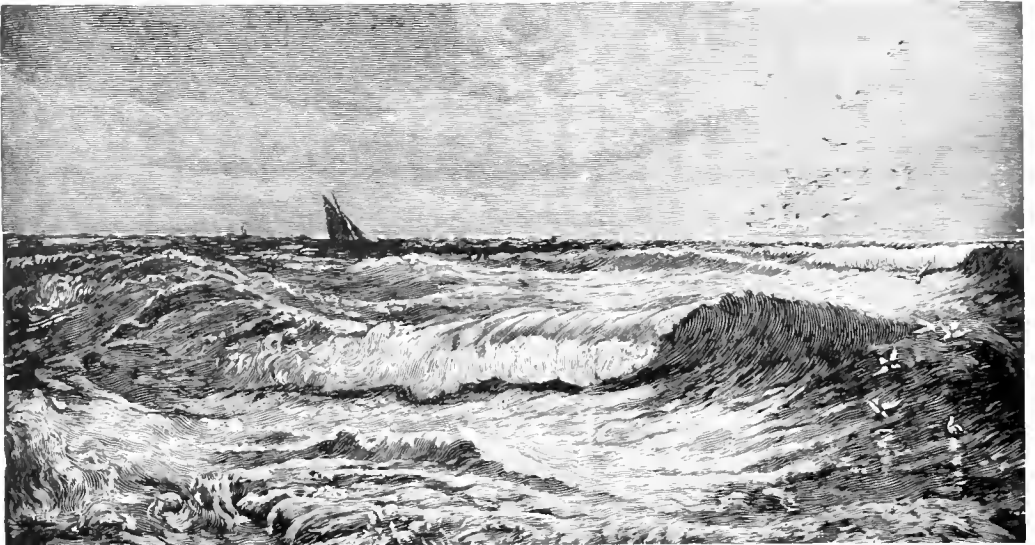
THE OCEAN.

BY LOUIS M. GRICE.

VAST Ocean! as upon thy realm I gaze,
Beholding all thy greatness, nature-born,
Wrapped in the boundaries of an azure haze,
Nursed in the lap of centuries out-worn:

My throbbing heart with silent wonder fills;
My spirit with thy beauty is beguiled;
My startled soul with deep emotion thrills,
Before thy rugged grandeur, fierce and wild.

Thy billows dash foam-crested in the sun,
In mad career contending for the way,
Till bursting as they meet, forthwith is spun
An iridescent cloud of falling spray.



What mighty storms have o'er thy surface swept;
Fresh from the passion'd deeps of Nature's heart;
When thy great billows fiercely, madly leapt,
Thus to the gale their grandeur to impart.

How many countless vessels thou hast borne
Upon thy bosom, heaving as with might;
How often hast thou hurled them crushed and torn,
To perish on the rocks in awful plight.

How short is mortal life compared to thine;
How many generations from their goal
Have reached their growth and suffered their decline,
Since first thy waves began their ceaseless roll.

Roll on with rumbling roar, O mighty deep!
In all your majesty and power great;
While to eternity the ages sweep,
Still thou shalt roll in all thy boundless state.

DIPLOMATIC CONSERVATISM AT THE CAPITAL.

BY W. E. LOWES.

AT a time like the present when the pulse of a nation is throbbing fast and the entire population is eager for any scrap of news which comes from Washington, a sketch of diplomatic life at the Capital will be most interesting.

A stranger coming into the city would naturally expect to see all excitement and confusion, but to the contrary, everything is most tranquil to outward appearances. Among diplomats war is not the subject of conversation; in fact, it is a matter which is only spoken of in private circles. Washington is a city of diplomacy, where the representatives of every nation have gathered in compliment of nation to nation. These diplomats do not speak of existing National troubles in any possible manner which might be considered offensive. Society goes on with its tremendous strain of receptions and parties, just as though International troubles did not exist. The President attends to his duties with the same dignified demeanor as when problems of lesser consequence have been placed before him for solution.

The Cabinet officers, as well, handle their respective affairs of the Nation as becomes the dignity of their office. The War and Navy Department officials, while, perhaps, emburdened with more detail than ordinarily, display no outward signs of excitement. The newspapers of the city command the respect of the Nation in their fairness in handling real news or current rumors. The city's populace displays no unusual signs of excitement.

All this is becoming to the dignity of the people of the United States. Yet it must be conceded that the terrific strain that this state of affairs must impose upon any of the officials residing at the National Capital must be dreadful. Every man feels the importance of guarding his words in the most commonplace conversation; and in diplomatic circles or gatherings the war subject is never discussed, nothing but the social side is ever presented to view. It will be remembered that there have been instances where ambassadors from foreign countries have let slip a fatal word, re-

sulting in their dismissal from their positions of honor in this country. It is so easy to express a personal opinion, which, though harmless in itself, becomes a National affair. Therefore, it can be appreciated what it means to be associated daily with friends and acquaintances, either of foreign countries or our own, and be compelled to restrict the conversation to the weather or some common-place subject. Notwithstanding outward appearances of indifference, there exists a tremendous under-current which seems almost incredible that it does not break out from its bounds. An instance of this under-current was graphically brought to the notice of the writer while walking down New Hampshire Avenue one night last week. It was about ten o'clock Sunday night when the populace was startled by newsboys coming down the Avenue calling out a special evening edition of a certain daily paper (Sunday evening editions of newspapers in this country are, indeed, rare); and to be disturbed at that hour of the night after a quiet Sabbath was most startling. Simultaneously the front doors of the various mansions, including many legations, in all directions swung open and men were seen to quietly step out of their yards to the sidewalk, awaiting the approach of the newsboys. It was very apparent that each man desired to conceal his excitement or curiosity. These men all have their opinion and expectancies and it was very natural that they read the latest news that is printed. The writer counted no less than ten different doors that opened within a minute after the excited calling of the newsboys had been heard. Some of these men did not wait to enter their houses to read the paper but stopped under the lamp-posts on the sidewalk or strained their eyes under the dim light to read the head-lines.

Coolest of all, though with the heaviest weight on his mind, is the President; but he has the assurance of brave officers, a cool-headed Cabinet, a ready Congress and a whole nation to back him; and the comforting home influence of a Christian wife.

A SUMMER MEMORY.

BY MRS. HELEN V. AUSTIN.

CROSSING Wills' Creek, about a mile west of Cumberland, Md., is the old National Bridge, whose stone arches have withstood the ravages of half a century. The grand old mountains, wrinkled and brown with rocks, stand as sturdy sentinels forever guarding this quaint structure, which is the connecting link in the first government highway between the East and the West.

Wills' Creek is one of the most picturesque mountain streams which winds

I suppose I was pretty, but my accomplishments were not many beyond the domestic side of life. He was handsome, talented and had had every advantage of the higher education to be found in a large city. I had never met such a man as he, and I really do not blame myself for falling in love with him, even though I had some sort of an understanding with John.

How my heart used to jump when Mr. Sloan would insist on having me go



OLD NATIONAL BRIDGE NEAR CUMBERLAND

its way through the Alleghenies to help form the beautiful Potomac. Many are the romances connected with the old bridge, and I often wonder if any of them have as sad an ending as my own.

I was a simple country girl on my first visit to my cousin in Cumberland one summer many years ago. It was then that I met Arthur Sloan, a young artist who came from Pittsburg to spend his summer vacation sketching and fishing in the mountains.

with him to the church which stands on the site of the old fort; and while he made sketches of it, I would braid wreathes of clover blossoms and daisies. Then tiring of this, he would suggest we "make a pilgrimage," as he called it, across the Potomac into old Virginia. Perhaps his fancy would suggest that we climb the great steep hill just back of Cumberland, where he could sketch the town that lay at our feet. One day we rambled along the creek gathering

flowers and pebbles, when, crossing the bridge, we stopped to look at a Baltimore & Ohio train which shot out of the Narrows.

"Why do they call this the National Bridge?" I asked.

"Because this is the National Road," said he; "at least it was begun by the Government in Revolutionary times, although it was not completed by the Government. In 1834 its construction was given over to the states through which it passes. It was once the great highway from Washington to the West."

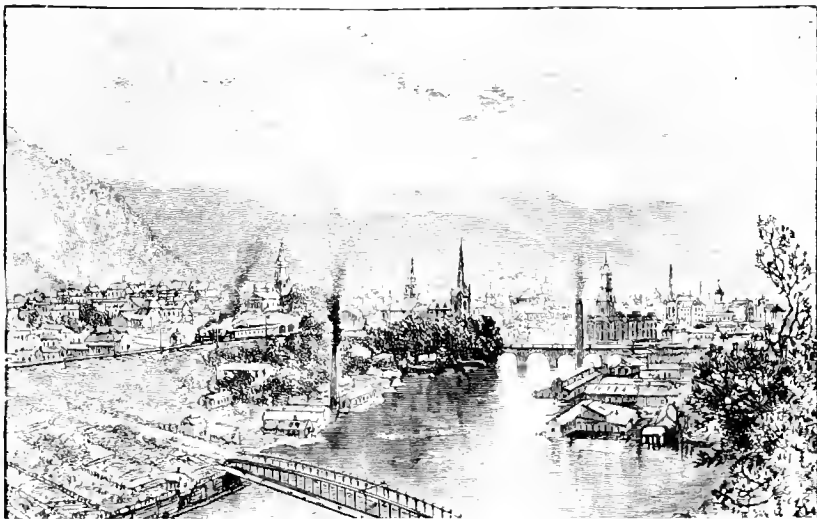
"And where does it go?" I asked.

"It goes, as the old riddle has it,

nevertheless this is a lovely stream and there is no more haunted spot to me than under the shadow of the old church yonder on the hill, where the little creek bids farewell to its own identity and becomes the noble Potomac."

"Come," said he, touching my arm and looking at me with such a gentle smile. "We will go there now, and I will make a sketch of the charming scene and of you, most charming of all."

It was a lovely summer afternoon, the sun shone warm and the breezes from the mountain were so fresh and cool. Who could have been happier than I, for his glances were directed to



CUMBERLAND, MARYLAND

over hill and dale and never moves.' But really it leads to Pittsburg, Columbus, Indianapolis and St. Louis."

"I wonder why they call this Wills' Creek. How was it named?"

"The people up in the mountains claim it is named after Will Cresap, a son of Capt. Cresap."

"And who was he?" I asked, always eager to gather information from his lips.

"He was the man who murdered the family of Logan, the friendly Indian Chief, but I do not know why his son was so honored. This is only one of the many legends among the people. There are all sorts of haunted places about here and all kinds of strange stories. Many of the itinerants living in the mountains still believe in witches, but

me more than to the landscape. When he had finished he brought the sketch over to me and my face flushed with pride when I saw that it was almost an inspiration—of what? Of love? For I was the prominent figure.

Laying aside the portfolio he sat down beside me and talked vaguely of his uncertain future, his ambition and intended travels in the old world, his love of the mountains and especially the ones around us. He had been so happy while strolling with me through this romantic country, making many dear friends, of whom I was most beloved. My heart almost ceased to beat; my hands were icy cold. I knew that he cared for me and he could not help but know that I loved him. I, the unedu-

cated country girl; he, the man with a glorious future before him.

The sun was slowly sinking, throwing those long beautiful shadows which make twilight so short in the mountains; and when we silently recrossed the old bridge and heard for the last time together the ripple of the waters something seemed to tell us that the curtain of night falling around us was the dropping of the curtain on our love.

Oh! how my heart yearns when I recall the old bridge and its associations.

He was called away suddenly the following day, with barely a "good-bye," but the little bunch of forget-me-nots he gave me, tho' withered these many years, still retains the power of an enchanter's wand to recall the past in all its vividness.

I—I went back to my mountain home and to——John.

THE DOCTOR'S STORY.

BY MADORA D'ORSEY.

"I'VE had many complicated cases," said Dr. Tarnley as he was strolling down the street arm in arm with his only intimate friend; "but did you notice the young man we just now passed? His was the most stubborn I ever had to deal with."

The young man referred to was apparently about twenty-five, below the average in height and most too broad to be considered in good proportion. He had a sandy mustache, bright brown eyes that twinkled and a complexion that showed its daily contact with the sun. He seemed however, like a passably good fellow who might at times be a little bashful and undecided, but certainly of a sunny disposition, although inclined to worry over trivial matters. Continuing the doctor said:

"After dinner this evening I will tell you a little story about him, in which I occupy an unpaid and self-imposed place, but nevertheless one which has given me no little pleasure."

The doctor was a bachelor of about thirty summers: no one seemed to fully understand him or to know when he was to be taken seriously. He possessed the peculiar disposition which one time attracted and at another repelled you, but when once you had gained him for a friend you found him faithful and true. The ladies never understood or appreciated him as he was more given to irony and sarcasm than indulging in the flatteries and pretty speeches of the day. A close student of human nature, he took great delight in watching how people behaved under various circumstances, and though seldom confidential

he occasionally told a good story of a reminiscent character to his friends' delight.

Gossip had him mixed up in innumerable love affairs but "he was a friend of all women and a lover of none." Why he had not married no one could tell.

After dinner he led the way to the library and donning his house coat and slippers he stretched himself out on a large leather couch and began the following story:

"Several years ago when located in Atterbury, I met Miss Grace Norton, a lively coquettish girl of sixteen, with dark snapping eyes which were unusually large and expressive, and olive complexion and jet black hair. She had a rich contralto voice and when she sang you seemed carried to realms where all is love.

"One day shortly after I went there I met this young fellow, whom I shall call the Professor, on his way to church with Miss Norton. They both sang in the choir, and as she was constantly seen in his company, it soon became whispered that they were engaged.

"The choir met for rehearsals on Friday evenings, and here the story really begins.

"One Saturday morning the organist, who was a young man, dropped into my office and incidentally told me as a matter of gossip, that some misunderstanding had taken place between the two the night before during choir practice. The next Sunday I noticed he seemed terribly distressed and mechanically followed her about with his eyes, not knowing what to make of her atti-

tude towards him. Instantly my heart went out in sympathy and I determined to devise some means of bringing them together again. The first thing to do was to discover if possible, the cause of the trouble, and I therewith appointed myself a committee of one to do it. They were both at evening service, but not together. I fear I studied them more than I did the sermon, and I concluded that her appearance of indifference and self-possession was only a cloak to hide her deeper feelings.

"Mechanically after church he moved toward the door and was in the act of begging permission to accompany her home, when I came up behind him and with a familiar pat on the back, suggested if he had nothing particular on hand that he come home with me and see some new views I had taken along the Baltimore & Ohio during my recent trip to Washington. Without waiting for his answer I marched him around home, but I must confess I never saw a man so distressed, and he answered all my questions at random. It was impossible for him to carry on a connected conversation and he took very little interest in my pictures until I brought forward one of a friend who had accompanied me on this trip. I found I must resort to heroic means if I meant to get to the bottom of this trouble, so I concocted a story of how this friend had been in love with my cousin, but that some petty jealousy had crept in and separated them and each were too proud to confess they had been to blame.

"My plan succeeded, for at this his eyes began to fill and with very little tact I got the story from him. He said there had been no quarrel but as I knew he was detained on Friday evening and was not able to go around for her at the time stated and take her to choir practice. Instead he hurried over to church, not taking time to go home for dinner, thinking he could explain his inability to keep the engagement. When he offered an explanation she would not listen, saying it did not matter to her whether he came or not. Since then she avoided him and he did not see how matters would right themselves.

"To a small degree I had diagnosed the case as he now told me but the next thing was to apply the proper remedies.

"I made him promise before he left that he would leave it in my hands for a few days and would neither see her nor have any communication with her. The next evening I started out to make a call—not professionally—but socially, a most unusual thing for me to do. The girl in response to my knock said Miss Norton was in and without further ceremony I was ushered into the parlor where she was seated at the piano. At a glance I saw traces of tears, but she tried to disguise them as she rose to greet me. I was relentless however and determined she should be taught a lesson. After a few commonplace remarks I brought the conversation around to the Friday evening preceding, by saying: 'I had the pleasure of meeting your friend the Professor again the other evening.'

"At this I saw her stiffen, and she replied coldly: 'Indeed'

"'Yes' I continued 'I was called in to see a patient who is suffering from a low fever and he was there. It seems that last Friday evening as he was hurrying home he nearly knocked over a little child who was wandering in a dazed fashion along the street. Stopping to inquire the cause of the little one's being alone he found that her 'sister was sick and she was looking for the doctor.' Accompanying the little one to its home a few blocks away he discovered that the sister was very sick and without medicine or food. He then hurried to the nearest store and telephoned for me, stating he must keep an engagement and would I hurry. I replied that I would be there in a few minutes. He then went to his washerwoman who lived in the neighborhood and got her to look after the girl and provide her with whatever I prescribed. I have not seen him since then until Sunday night and I did not ask him whether he kept his engagement or not."

* * * * *

The doctor stopped abruptly here and seemed to be lost in thought.

"Finally" he continued, "I saw little of them after that, except to note he was in his usual place by her side and seemed happy. A few months later they were married and that little cottage over there contains two of the happiest persons in this world."



NEW BALTIMORE & OHIO R. PASSENGER STATION AT CLEVELAND, OHIO.

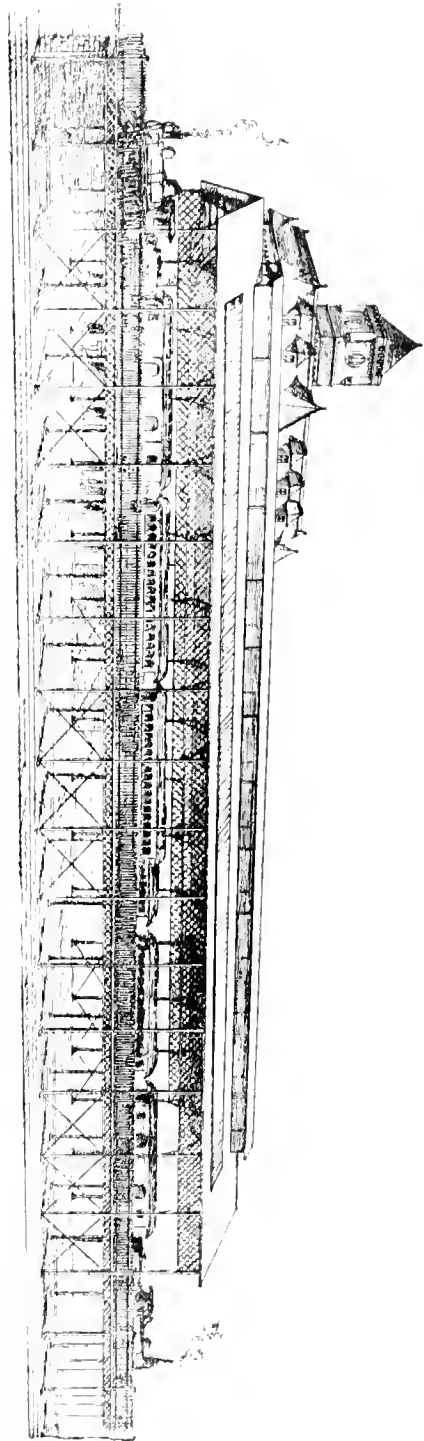
NEW PASSENGER STATION AT CLEVELAND.

THE Cleveland Terminal & Valley Railroad Company (B. & O. System) is making quite a number of important improvements in its terminal facilities at Cleveland, and chief among them is its new passenger station at the foot of South Water St. The station proper is a handsome four story building, one hundred feet long and forty three wide. The first story is of blue Amherst sandstone, while the upper stories are of light colored vitrified brick with trimmings of the Amherst stone. An imposing clock tower adds to the architectural appearance of the building, and is visible a great distance in all directions. The building has been modeled on modern lines, both in its construction and its points of public convenience. It is not of the steel-skeleton style of construction, but has solid outside walls with interior columns and floors of steel and fire-proof construction. The ground floor is devoted entirely to the accommodation of passengers, and has separate waiting-rooms for ladies and gentlemen, with news-stand, lunch-counter, package check-room, and telegraph office which are conveniences greatly appreciated by the traveling public. The baggage-room is large and easy of access.

The second floor will be occupied by the President and Operating Department, and the third floor by the Traffic Department. The fourth floor will be used for filing and storing purposes. The offices are reached through the main or tower vestibule, by means of an electric elevator. The floors of the vestibule and corridors, as well as those of the waiting and toilet rooms are of broken mosaic. The interior wood finish throughout the building is of oak and the office floors are of maple.

Connected with the station is a handsome steel train-shed of modern design, six hundred feet in length, and containing four tracks, which are elevated by means of a steel trestle to the level of the street.

VIEW OF TRAIN SHED AND ELEVATED TRACKS



HUNTING AND FISHING RESORTS ON THE BALTIMORE & OHIO RAILROAD.

Nearest Railroad Station On B. & O. R. R.	SHOOTING		FISHING					Guide's Charges, Per Day	Ferry Charges, Per Day	Hotel Rates, Per Day	Character of Country
	Kind of Game	Open Season	Name of Stream	Dist. from Sta., mls.	Kind of Fish	Best Months for Fishing					
Aberdeen, Md.	Canas, Jack, Red-heads, Black heads, Wildgeese, Tent and Marsh Ducks	Nov. 10 to April	Potomac Bay and tribu- taries.	5	Striped Bass, Perch and Pike.	July to Sept.	\$10.00 and shoot- ing box	\$1.50	\$1.00 to \$1.00	Open and wet.	
Aiken, Md.	Canas, Jack, Red-heads, Black heads, Joad, etc.	Nov. to April	Susquehanna River and Flats.	5	Perch, Rock Bass, etc.	Aug. and Sept.		3.00	2.00	Open and wet.	
Akron, O.	Ducks and Quail	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch					Open.	
Avalon, O.	Ducks and Quail	Nov. 15, Dec. 15	Reservoir	Close.	Bass and Pike	April to Sept.		3.00		Open, wooded, rocky and hilly.	
Baltimore, Md.	Quail	Nov. to Jan.	Fish Creek	Close.	Bass and Small Fish					Open.	
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, quail, Woodcock, Rabbits, and Deer.	Sept. to Dec.	Great Cacapon, Sir John's Run and Cacapon River.	2 to 12	Black Bass, Suckers, Eels, Carp, Bass, Trout and Black Bass.	April to Oct.	Moderate.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.	
Boyd's, Md.	Rabbits, Squirrels, Par- tridges, Pheasants and Rabbits.	Nov. and Dec.	Potomac	9	Bass and German Carp	April and May.			1.00	Open and wooded.	
Bridgetown, Md.	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Feb.	Little Gunpowder	5	Goldgeons only	May and June		2.00	Moderate.	Open, wooded, rocky.	
Camden, W. Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	Nov. and Dec.	North Fork, South Fork Hugus River.	6 to 12	Pike, Perch, Catfish, etc.	April to July.		4.00	2.00	Wet and dry.	
Cedar Creek, Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	Nov. and Dec.	Fish Creek	6	Bass, Carp and Catfish.	April and May			1.00	Wet and dry.	
Charlestown, W. Va.	Pheasants, Quail, Squirrels, Rabbits, etc.	Nov. and Dec.	Shenandoah River	3	Black Bass and Suckers.	September	Moderate.	1.50 to 3.00	1.00	Wet and dry.	
Cherry Hill, Pa.	Wild Turkeys, Pheasants, Rabbits, etc.	Fall and Winter	Beaver Hole and Cheat River.	8 to 9	Perch, Salmon, Red Fish, Pike and Catfish.	March to Sept.		1.00	1.00 to 1.50	Wet and dry.	
Clarksburg, W. Va.	Wild Turkeys, Pheasants, Rabbits, etc.	Oct. and Nov.	Elk Run, Kanawha.	11 to 10	Bass and Trout	April and May		3.00	1.50 to 2.00	Rolling, dry and wooded	
Clayville, Pa.	Partridges, Rabbits and Squirrels.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		1.00 to 2.00	1.50	Wet and dry.	
Confluence, Pa.	Deer, Squirrels, quail and Small game.		Snowy Creek	4	Mountain Trout	April to Sept.		2.00 to 3.00	1.50 to 2.00	Wet and dry.	
Corinth, W. Va.	Wild Turkeys, Pheasants, Squirrels, quail and Small game.	Oct. and Nov.	Patterson Creek	8 to 18	Pike, Perch, Catfish, Sun- fish, Goldgeons and Eels.	May to Sept.		3.00 to 4.00		Wet and dry.	
Cumberland, Md.	Wild Turkeys, Pheasants, Squirrels, quail and Small game.	Sept. to Nov.	Monocacy and Potomac Riv- ers, Lost Lake, Lake Brown and Lake Green.	3 to 7	Bass, Chubs, Perch, Carp and Suckers.	March, April, April and May		1.50 to 2.50 3.00 to 4.00	1.50	Open, wooded, rocky, hilly, and marshy.	
Danby, Md.	Wild Turkeys, Pheasants, Squirrels, quail and Small game.	All the year	Yough River	Close.	Bass.	April to Oct.			1.50	Wet and dry.	
Dunbar, Pa.	Deer, Bear, Fox, Rabbits and Turkeys.	Nov. to Dec.	Big Springs, Red Bank's, Hoffman's quarry.	15	Bass, Suckers, Perch and Eels.	Anytime of the year.	2.00	2.50 to 3.00	1.50	Wet and dry.	
Edinburg, Va.	Deer, Bear, Fox, Rabbits and Turkeys.	Nov. and Dec.	Delaware River	Close.	Small Fish	Fall Months	Moderate.	2.50	1.50	Wet and dry.	
Fairfield, Va.	Deer, Bear, Fox, Rabbits and Turkeys.	Nov. and Dec.	Monocacy River	Close.	Perch, Suckers and Sun- fish.	Fall Months				Wet and dry.	
Farmington, W. Va.	Deer, Bear, Fox, Rabbits and Turkeys.	Nov. and Dec.	South Branch	Close.	Catfish, Sunfish, Perch.	Sept. and Oct.		3.00		Partially wooded, heavy with reeds.	
Folsom, Pa.	Deer, Bear, Fox, Rabbits and Turkeys.	Nov. and Dec.	Monocacy River	Close.	Bass and Carp	Aug. and Sept.				Mostly woods, hilly.	
Frederick Junction, Md.	Rabbits, Pheasants and Rabbits.	Nov. until end	Wills Creek	1 to 40	Black Bass and Suckers	June, July, Aug.		2.00 to 3.00	1.00	Wet and dry.	
French's, W. Va.	Deer, Squirrels, Rabbits, and Rabbits.	Nov. to Jan.	Potomac and Cacapon Riv- ers.	5 to 20	Black Bass	Fall and Winter			1.00 to 2.00	Open, wooded, hilly, dry.	
Garret, Pa.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Oct.	Conococheague and Potomac Rivers.	5	Black Bass	Sept. and Oct.		3.00	1.00 to 2.50	Wet and dry.	
Glencoe, Pa.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.		2.00 to 2.50	1.50 to 2.00	Wet and dry.	
Great Cacapon, W. Va.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Rush River	Close.	White and Yellow Perch and Catfish.	July and Aug.				Open, wooded and hilly.	
Hagerstown, Md.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Shenandoah River	3	Black Bass and Carp	May to Dec.		2.00 to 4.00	2.00	Open and wooded, rocky and hilly.	
Hancock, Md.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Shenandoah River	3	Black Bass and Carp	May to Dec.		2.00 to 4.00	2.00	Open and wooded, rocky and hilly.	
Hartford, Md.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Shenandoah River	3	Black Bass and Carp	May to Dec.		2.00 to 4.00	2.00	Open and wooded, rocky and hilly.	
Harper's Ferry, W. Va.	Deer, Bear, Squirrels, and Rabbits.	Sept. to Feb.	Shenandoah River	3	Black Bass and Carp	May to Dec.		2.00 to 4.00	2.00	Open and wooded, rocky and hilly.	

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* Where no rates are given, professional fees cannot be obtained. † Direct rail connection for London-Paris only.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV. WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
LV. BALTIMORE, CAMDEN STATION	7.55	8.50	10.50	12.57	2.15	3.49	6.00	1.15	9.50
LV. BALTIMORE, MT. ROYAL STATION	7.59	8.54	10.54	1.01	2.20	3.53	6.04	1.26	9.54
AR. PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.55	8.19	3.55	12.00
AR. NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
AR. NEW YORK, WHITEHALL TERMINAL	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, WHITEHALL TERMINAL	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15	12.15
LV. NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
LV. PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
AR. BALTIMORE, MT. ROYAL STATION	10.04	12.41	2.26	3.36	6.42	7.49	9.32	10.41	6.05
AR. BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	6.46	7.53	9.36	10.46	6.15
AR. WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL	10.00 AM	2.00 PM	3.25 PM	5.55 PM	3.25 PM	4.30 AM	12.15 NT
LV. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	3.30 PM	4.30 AM	12.15 NT
LV. PHILADELPHIA	12.20 PM	4.20 PM	6.42 PM	8.35 PM	5.42 PM	8.00 AM	8.00 AM
LV. BALTIMORE, MT. ROYAL STATION	2.26 PM	6.42 PM	7.49 PM	10.41 PM	7.49 PM	10.04 AM	10.04 AM
LV. BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	7.58 PM	10.12 AM	10.25 AM
LV. WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	9.00 PM	11.05 AM	11.25 AM
AR. PITTSBURG			6.35 AM			8.00 PM	
AR. WHEELING		8.20 AM					
AR. COLUMBUS		11.35 AM		2.55 PM			
AR. TOLEDO				6.35 PM			
AR. CHICAGO		9.00 PM				10.00 AM	12.00 NN
AR. CINCINNATI	8.25 AM			5.30 PM			2.50 AM
AR. INDIANAPOLIS							7.00 AM
AR. LOUISVILLE	12.25 PM			10.50 PM			
AR. ST. LOUIS	6.40 PM			7.36 AM			
AR. ROANOKE					5.30 AM		
AR. KNOXVILLE					2.10 PM		
AR. CHATTANOOGA					5.45 PM		
AR. MEMPHIS					7.10 AM		
AR. NEW ORLEANS					8.30 AM		

Through Pullman Sleepers to all points. NOTE—On Sundays leave New York at 2.00 p. m., Philadelphia 4.20 p. m., Baltimore 7.00 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV. CHICAGO		2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV. TOLEDO	4.55 PM						
LV. COLUMBUS	8.55 PM			6.00 PM			
LV. WHEELING				12.25 AM			
LV. PITTSBURG			8.05 AM		9.00 PM		12.35 PM
LV. ST. LOUIS	8.20 AM	2.35 AM					
LV. LOUISVILLE	2.15 PM	8.15 AM					
LV. INDIANAPOLIS		7.55 AM					
LV. CINCINNATI	6.35 PM	12.05 PM					
LV. NEW ORLEANS						7.10 PM	
LV. MEMPHIS						8.30 PM	
LV. CHATTANOOGA						9.45 AM	
LV. KNOXVILLE						1.20 PM	
LV. ROANOKE						11.30 PM	
AR. WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR. BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.50 AM	1.00 AM
AR. BALTIMORE, MT. ROYAL STATION	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR. PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR. NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR. NEW YORK, WHITEHALL TERMINAL	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

THROUGH PULLMAN PALACE CAR SERVICE.

PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOLID
VESTIBLED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore; on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. Parlor Car Philadelphia to Washington.
- No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington; on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS

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Receivers, Baltimore, Md.

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W. H. LEAMS, Treasurer Baltimore, Md. C. W. WOOLFORD, Secretary Baltimore, Md.

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THOS. FITZGERALD, General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Baltimore, Md.
WM. GIBSON, Assistant General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Baltimore, Md.
J. VAN SMITH, Gen. Superintendent New York Division, Foot of Whitehall Street, New York.
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D. F. MARGON, Supt. of Transportation, Baltimore, Md.
HARVEY MIDDLETON, Gen. Supt. Motive Power, Baltimore, Md.
L. N. KALBAUGH, Supt. Motive Power Lines East of Ohio River, Baltimore, Md.
W. H. HARRISON, Supt. Motive Power Lines West of Ohio River, Newark, O.

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R. C. HAASE, Travelling Passenger Agent, Newark, O.
B. N. AUSTIN, Gen. Passenger Agent Lines West of Ohio River, Fisher Building, Chicago, Ill. F. P. COOPER, Travelling Passenger Agent, Tiffin, O.
W. M. McCONNELL, Pass. Agent, 241 Superior St., Cleveland, O.
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E. G. TUCKERMAN, City Pass. Agt., 434 Broadway, New York.
E. E. PATTON, City Pass. Agt., N. Y. Ave. and 15th St. Washington, D. C.
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H. A. MILLER, Passenger Agent, Huntington, Del.
G. W. SQUIGGINS, City Pass. Agt., 5th Ave. and Wood St., Pittsburg, Pa.
W. W. PICKING, City Passenger Agent, Chicago, Ill.
W. C. SHOEMAKER, Travelling Passenger Agent, Chicago, Ill.
THOS. MCGILL, Travelling Passenger Agent, St. Paul, Minn.
C. H. DIXBURY, Travelling Passenger Agent, Omaha, Neb.
J. E. GALBRAITH, General Agent, Cleveland, O.
PETER HARVEY, Pacific Coast Agent, Room 32, Mills Building, San Francisco, Cal.
W. E. LOWES, Advertising Agent, Baltimore, Md.

FREIGHT.

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T. W. GALLFHER, Gen. Freight Agent, Baltimore, Md. H. W. ATKINSON, Commercial Freight Agent, Baltimore, Md.
L. R. BROCKENBROUGH, Gen. Freight Agent, Pittsburg, Pa. R. V. JACKSON, Commercial Fht Agent, Washington, D. C.
C. V. LEWIS, Gen. Freight Agent in charge of Freight Claims, Tariffs and Percentages, Baltimore, Md. W. N. MITCHELL, Commercial Freight Agent, Atlanta, Ga.
JAMES MOSHER, Gen. East Fht. Agt., 431 Broadway, New York. G. D. GREEN, Commercial Freight Agent, Wheeling, W. Va.
A. P. BIGELOW, Gen. West. Fht. Agt., 229 La Salle St., Chicago, Ill. C. F. WOOD, Commercial Freight Agent, Akron, O.
H. R. ROGERS, Commercial Freight Agent, Cleveland, O.
C. N. KENDALL, Commercial Freight Agent, Toledo, O.
C. H. ROSS, Commercial Freight Agent, Milwaukee, Wis.
A. J. DAVIES, Commercial Freight Agent, Kansas City, Mo.
H. A. LAING, Commercial Freight Agent, Quincy, Ill.
H. C. PICHELLE, Commercial Freight Agent, Omaha, Neb.
C. H. HARRIS, Commercial Freight Agent, Minneapolis, Minn.
THOS. MILES, Commercial Freight Agent, Duluth, Minn.
JOHN HUTCHINGS, Commercial Freight Agent, Detroit, Mich.
T. J. WALTERS, Commercial Freight Agent, Pittsburg, Pa.
J. E. GALBRAITH, General Agent, Cleveland, O.
PETER HARVEY, General Agent, Room 32, Mills Building, San Francisco, Cal.
T. H. NOONAN, Gen'l Manager Continental Line and Central States Despatch, Cincinnati, O.

PRESS DEPARTMENT.

J. H. MADDY, Press Agent Baltimore, Md.

MILEAGE.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1 309 68
TRANS-OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2,083 93



EXCURSIONS
TO
ATLANTIC CITY

AND SEACOAST RESORTS

VIA

ROYAL
BLUE
LINE

HAVE BEEN ARRANGED
FOR THE

SUMMER SEASON

...1898...

THEY'RE DELIGHTFUL AND CHEAP

A TRIP TO THE SEASHORE IS
MONEY WELL SPENT

THE SEASON
OPENS AT .. EASTERTIDE





Atlantic City

reached by

Royal Blue Trains



from

St. Louis

Chicago

Cincinnati

Indianapolis

Louisville

Columbus

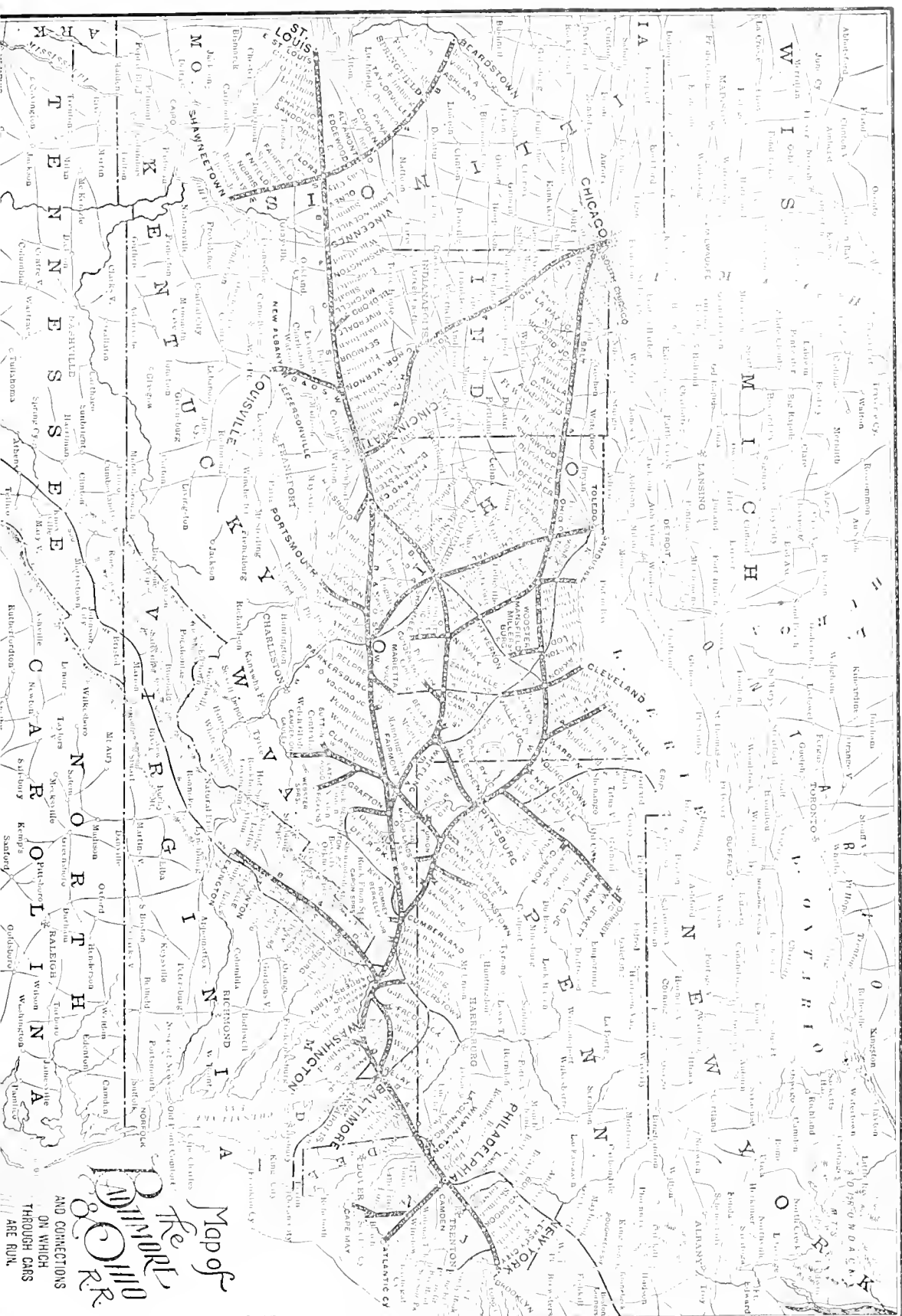
Pittsburg

Wheeling

Washington

Baltimore





Map of
Pittsburgh
AND CONNECTIONS
ON WHICH
THROUGH CARS
ARE RUN.

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR • 1898



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28						27	28	29	30	31			24	25	26	27	28	29	30
30	31																										
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
														31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
							30	31																			

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC
BALTIMORE, MD.

J.M. SCHRYVER,
GENERAL PASSENGER AGENT, BALTIMORE, MD.
B.N. AUSTIN,
GENERAL PASSENGER AGENT, CHICAGO, ILL.

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE

Whitehall Terminal

South Ferry



Most Convenient Entrance to
Greater New York

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.

Deer Park

On the Crest of the Alleghenies
2,800 feet Above Tide-Water

..... Maryland

Season Opens June 25, 1898



THIS famous mountain hotel, situated on the summit of the Alleghenies, and directly upon the main line of the Baltimore & Ohio Railroad, has the advantage of its splendid vestibuled express train service, both east and west, and is therefore readily accessible from all parts of the country. In addition to the hotel there are a number of furnished cottages with facilities for housekeeping. All Baltimore & Ohio trains stop at Deer Park, during the season.

The houses and grounds are supplied with absolutely pure water, piped from the celebrated "Boiling Spring," and are lighted by electricity. Turkish and Russian baths and large swimming pools are provided for ladies and gentlemen. Suitable grounds for golf and tennis; bowling alleys and billiard rooms; and fine riding and driving horses, carriages, mountain wagons, tally-ho coaches, etc., to furnish amusement for guests. In short, all the necessary adjuncts for the comfort, health or pleasure of patrons are found at Deer Park.

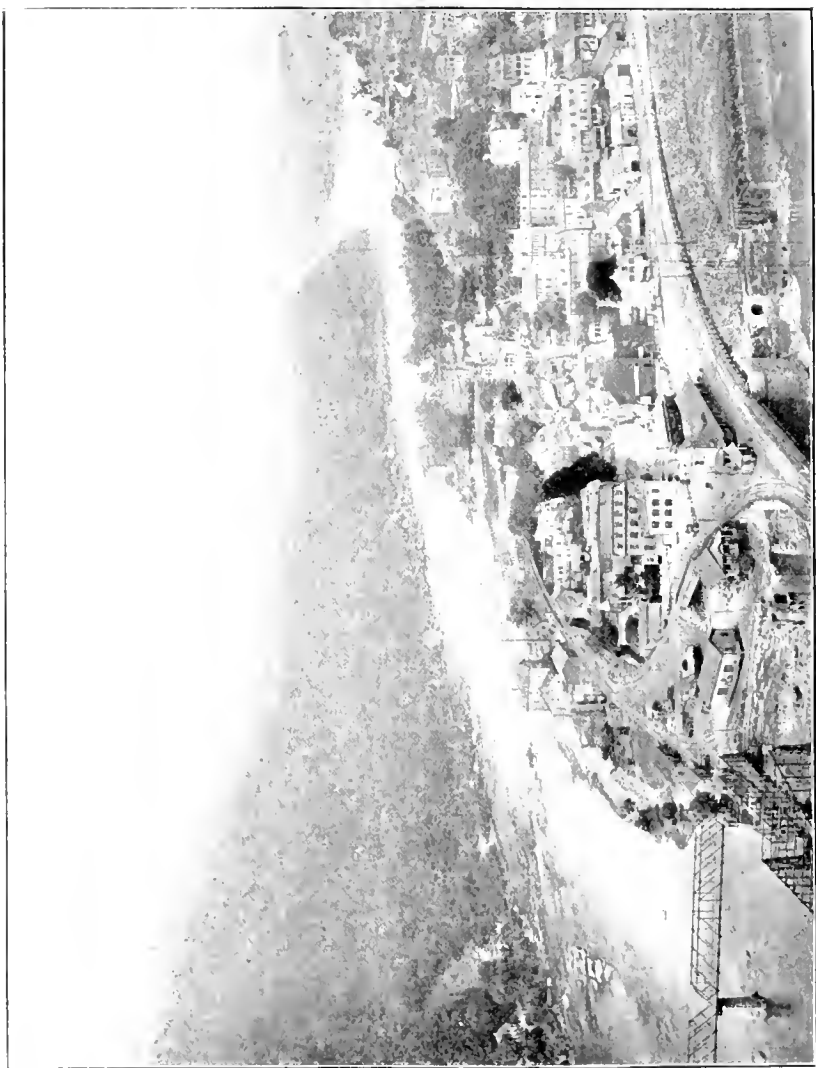
For terms apply to

D. C. JONES

B. & O. Central Building

Baltimore, Md.

(Until June 1st; balance of season address Deer Park, Md.)



HARPER'S FERRY, WEST VIRGINIA. LOOKING UP THE SHENANDOAH RIVER FROM MARYLAND HEIGHTS

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, MAY, 1898.

NO. 8.

THE ALLEGHENY MOUNTAINS.

“MOUNTAINS, Lakes or Sea-shore?
Which shall it be?”

The first balmy days of spring call forth this important question to be decided upon months in advance by the American people, who in a systematic, business-like manner look forward to a few days or weeks of recreation in the summer time.

We are always looking for a change. Those who were at the sea-shore last year may want the mountains or great lakes this year.

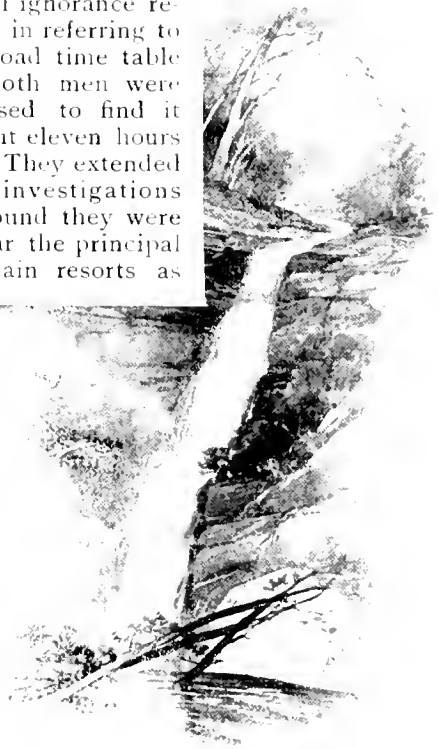
It was facetiously remarked in a recent daily paper that some of our good people who have been in the habit of going to the sea-shore resorts, may think the cooling mountain breezes far more beneficial to their health this year than the former places, inasmuch as certain International complications might make the sea-coast resorts too hot for summer.

At any rate, the grand old Allegheny mountains have boundless room for the sweltering throngs and will rival the sea in its hospitality.

In the States of Ohio, Indiana and Illinois it is a remarkable fact how few there are of the traveling population who have full knowledge of the delightful retreats afforded by the Allegheny Mountains within but a few hours of their homes.

This fact was particularly illustrated by a conversation between two wealthy men seated in the corridor of one of Cincinnati's prominent hotels discussing plans of sending their families away from the city the coming summer. One of these gentlemen was overheard to remark that he would like to send his family to the mountains at Deer Park, Maryland, if it were not so far away.

The other gentleman replied he had also considered the same plan, but was afraid it was too far, since he had decided to spend his Sundays with his family. The first gentleman said that would be out of the question, as it would take twenty-four hours travel each way. The second gentleman inquired the distance to Deer Park. Whereupon the first gentleman said he did not know. Their mutual ignorance resulted in referring to a railroad time table and both men were surprised to find it was but eleven hours ride. They extended their investigations and found they were as near the principal mountain resorts as



A MOUNTAIN BROOK



THE MOUNTAIN TALLY HO.

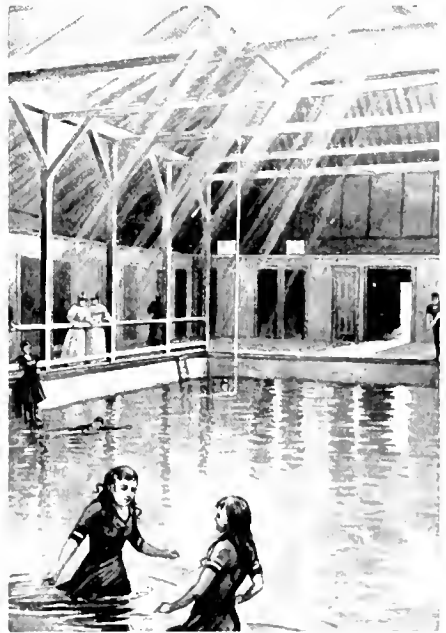
the residents of New York. These students of the time table also learned that by adding on the time to Louisville, St. Louis and Chicago the residents of these cities had equally as good facilities to the most desirable places in the mountains as the Eastern cities.

The famous mountain region along the line of the Baltimore & Ohio Railroad, which has been described infinitesimally for the last fifty years, lies between Grafton, West Virginia, and Harper's Ferry, Maryland, a distance of an even two hundred miles. It is gorgeous in magnificent scenery, wild as the most unexplored country, cultivated to the most fastidious modern taste, and affords the widest scope for all kinds of summer recreation.

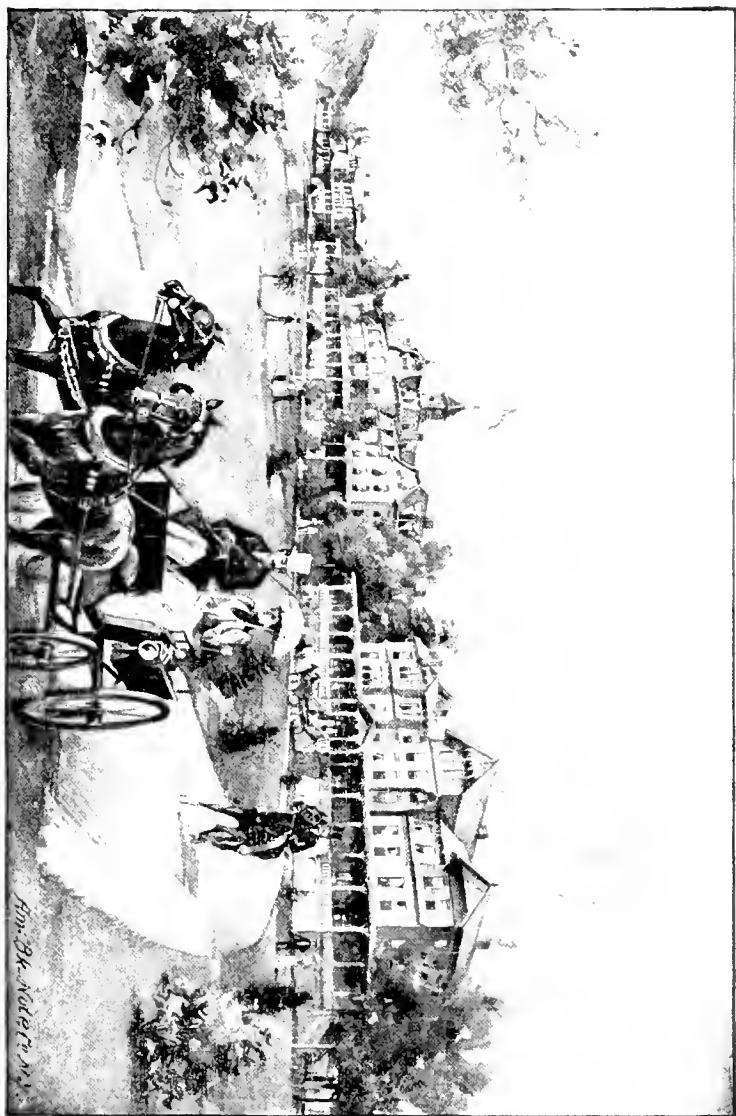
Deer Park is the most beautiful and exquisite resort in this mountain region. It is 2,800 feet above the sea level and the average temperature in the hottest summer is but 67° Fahrenheit. It is located in what is known as "The

Glades," a long plateau on the dividing ridge of the water-shed of the Potomac, Allegheny and Monongahela Valleys. Continuously swept by mountain breezes, Deer Park is at all times most delightful, and is known as the "Queen of the Mountains." All the modern improvements in summer resorts are found here. The splendid hotel, surrounded by delightful cottages, is built on a little knoll in "The Glades." It is a resort which has been popular for nearly half a century, and patronized by the very best people of the land.

During the summer of 1897, in the months of July and August, when there was such a fearful mortality all over the country, it was tantalizing indeed, to read the daily reports of temperature which came from this mountain top. In several of the big cities many will remember the bulletin boards located on principal street corners which recorded the daily temperature at Deer Park, received by telegraph at 10 o'clock every morning. In many instances it was noted that there was a difference of 35° to 40° from the thermometer's register in the cities. This soothing tem-



ONE OF THE SWIMMING POOLS AT DEER PARK

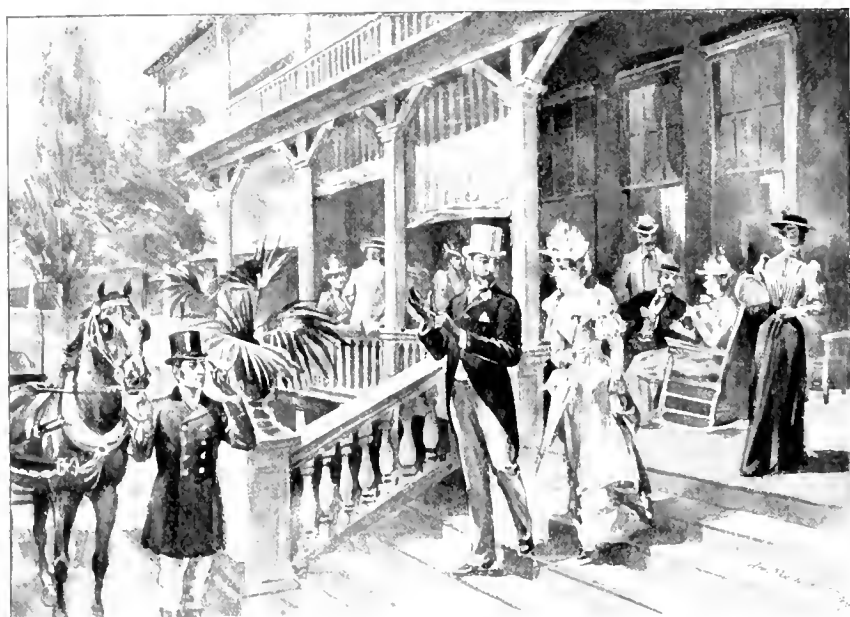


DEER PARK THE FAMOUS RESORT OF THE GENT OF THE ALLEGHENIS



BOILING SPRING

guests have been provided for in the way of amusements, such as billiard rooms, bowling alleys, tennis grounds, golf links, stables, etc. The bridle paths and road-ways winding through the mountains are among the most beautiful in the land. The two large swimming pools are unending pleasures to the guests, one being devoted entirely to men and the other to women and children. Zimmerman's Naval Academy Orchestra from Annapolis, Md., has been retained for the coming season, and while no summer hotel is complete unless it can announce its hops and



THE VERANDA AT DEER PARK HOTEL

perature, of course, was accompanied with the invigorating mountain air, laden with the incense of the mountain forest.

At Deer Park is the famous Boiling Spring, which furnishes water for the hotel, its swimming pools, its gardens, etc., and it is claimed that this water has magnificent health-giving powers. The hotel itself has recently been remodeled and equipped with additional modern features, making it one of the most attractive hostleries of summer resorts. The rooms are spacious and inviting, and the cuisine is especially recommended. Every possible means of delight to its





THE FOOT PATHS THROUGH THE GLADES



SOME COZY DEER PARK COTTAGES

band concerts, the acquisition of this famous orchestra especially foreshadows a successful summer.

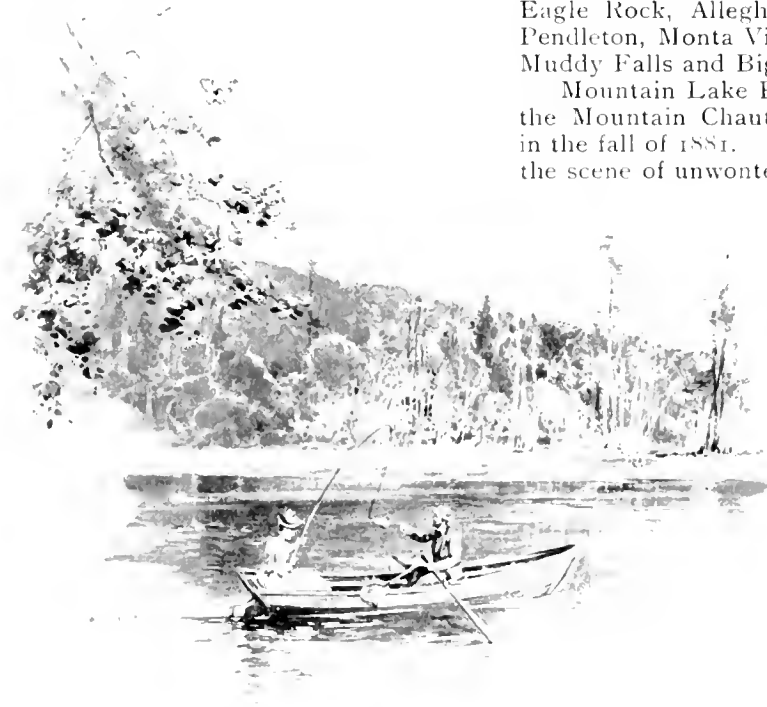
The cottages are by no means a side attraction to this popular resort. The exquisite little homes are completely furnished and can be rented for regular housekeeping purposes, or, if desired, the occupants can obtain their meals from the hotel.

Deer Park does not share alone all the loveliness of "The Glades." Four

miles to the west is Mountain Lake Park, and two miles further west is Oakland. These resorts are also on the main line of the Baltimore & Ohio Railroad.

Mountain Lake Park presents enchanting vistas of loveliness, open on every side to sunshine and mountain breezes. The Park consists of eight hundred acres of forest and glade, with twenty miles of delightful driveways winding in and out. The scenery roundabout is intensely beautiful, notably at Eagle Rock, Allegheny Heights, Fort Pendleton, Monta Vista, Swallow Falls, Muddy Falls and Big Yough.

Mountain Lake Park is the home of the Mountain Chautauqua, established in the fall of 1881. Every summer it is the scene of unwonted interest, as large



LAKE CLEVELAND, DEER PARK

gatherings of intelligent people hold annual educational and religious meetings in the beautiful Park in buildings especially provided. A large auditorium seating twenty-five hundred people is used for religious meetings, lectures and literary entertainments. Adjoining it is a large building consisting of lecture and school rooms devoted to educational features. Ample provision is made for

neighborhood of Oakland owned by residents of distant cities, notably Cincinnati, Baltimore and Washington. These cottages are occupied every summer and their owners claim the climate is the most delightful to be found.

The well laid out driveways through "The Glades" connect these three beautiful mountain retreats and a delightful sociability is thus formed. A very im-



MOUNTAIN LAKE PARK.

the accommodation of guests in the splendid "Mountain Lake Park Hotel" and the "Loch Lynn Heights Hotel." Besides these there are six or seven smaller hotels and many good boarding houses which help to take care of the summer guests. There are also nearly two hundred cottages which are occupied throughout the entire summer.

Oakland enjoys the highest altitude of these sister resorts. It is on the very crest of the Alleghenies at the western end of "The Glades." It also boasts of a splendid hotel with spacious grounds and most delightful accommodations for several hundred people. The town of Oakland has a regular population of fifteen hundred people and is a thriving little business city. It contains many beautiful homes and is a most picturesque mountain city. There are innumerable lovely private cottages in the



portant point in favor of these resorts is the enjoyable scenery through which the visitor must pass in order to reach them. Coming from the west the railway commences its mountain climbing at Grafton, West Virginia, and for forty-eight miles the scenery along the Cheat River is the grandest and wildest in the Allegheny Mountains. The road entwines the mountain's side like a serpent, and

for a hundred and fifty miles. What a treat for the traveler! The Potomac lays before him, a beautiful illustrated book of history from whose rippling waters, old-fashioned bridges and mountainous banks the traveler reads page upon page of American history covering a century and a half.

When the railroad reaches the foothills of the Alleghenies near Harper's



BRIDLE PATH THROUGH THE GLADES

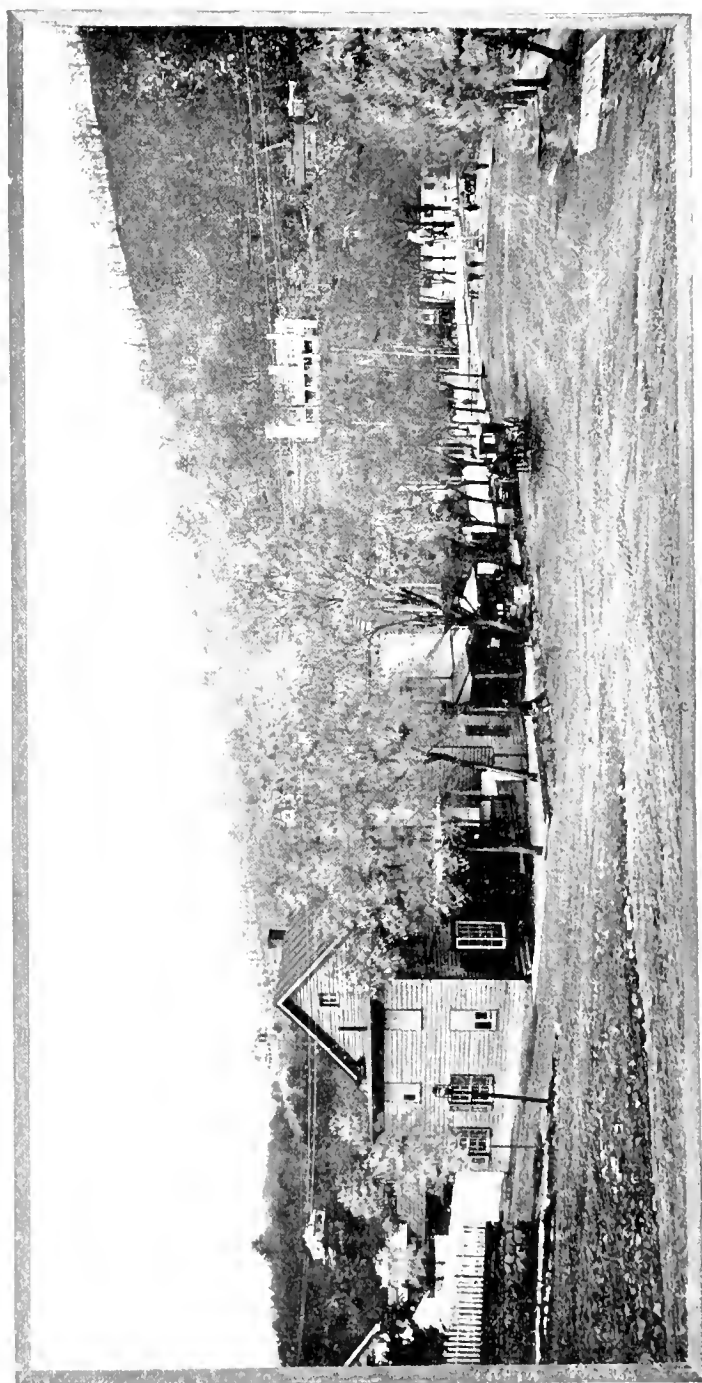
magnificent distances and depths unfold in panoramic bewilderment. The furious Cheat rushes and foams below and then again spreads out in the calmest and most placid of streams. It is never lost sight of until Terra Alta (High Earth) is reached.

From the east, after leaving Washington, the railway soon hails its fellow traveler, the beautiful Potomac River, and the two are inseparable companions

Ferry, the road and river cling gleefully together, conspiring against the traveler for the grand mountain denouement. Suddenly the train dashes into the tunnel through the great mountain barrier of Maryland Heights. For a minute all is total darkness and then with a flash the most beautiful mountain scene in America is unfolded to him. This is Harper's Ferry, the eastern side of the Allegheny range.

“GAYLARD GAYLARD”





BERKELEY SPRINGS, WEST VIRGINIA

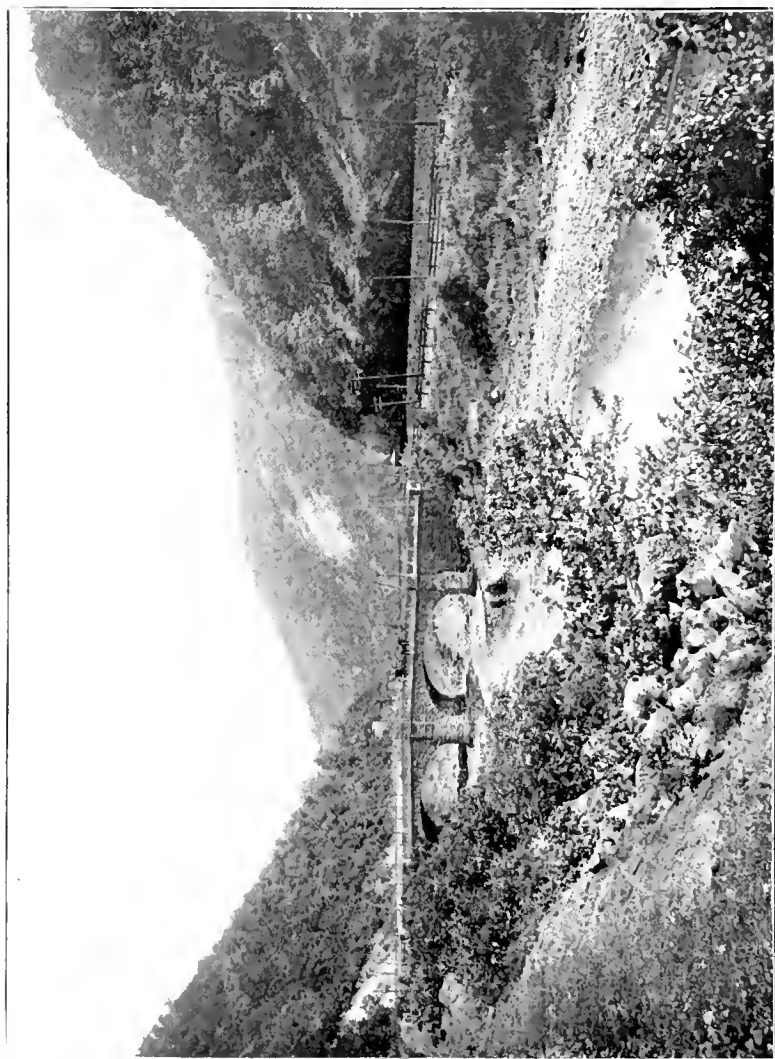
The quaint village is well adapted as a retreat in every sense of the word. For pure mountain scenery it is unexcelled. The Shenandoah on one side, the Potomac on the other, with Bolivar Heights between, forms a picture which has delighted more "camera hunters" than any other scenic or historic spot.

Forty miles west of Harper's Ferry is the little city of Hancock, West Virginia. It is the gateway to Berkeley Springs, which lies six miles to the southward also on the Baltimore & Ohio Railroad. This resort is one of the oldest in the country and was patronized by the Washingtons, Fairfaxes and other fami-

lies of historic fame. Five springs bubble forth an unceasing supply of clear, crystalline, tasteless water of wonderful medicinal properties. The state of West Virginia has fitted up bath houses and provided them with every known appurtenance to assist in securing the benefits derived from the healing waters. The excellent hotel, which has been so popular for years, burned down in March of the present year but steps were at once taken to rebuild with every modern improvement before the coming season. Most delightful trout fishing is found in the mountain streams which abound nearby.



ON THE ROAD FROM DEER PARK TO OAKLAND



THE BALTIMORE & OHIO R. R. THROUGH THE MOUNTAINS NEAR CUMBERLAND. (Photo courtesy photograph)

POET LAUREATE ALFRED AUSTIN'S POEM.

MARCH, 1898.

What is the voice I hear
On the winds of the Western sea?
Sentinel, listen from out Cape Clear
And say what the voice may be.

'Tis a proud, free people calling loud to a people proud and free.
And it says, "Kinsmen, hail, we severed have been too long
Now let us have done with a worn-out tale
The tale of an ancient wrong;
And our friendship last long as love doth last,
And be stronger than death is strong."

Answer them, sons of the self-same race,
And blood of the self-same clan;
Let us speak with each other face to face,
And answer as man to man;
And loyally love and trust each other as none but freemen can.

Now fling them out the breeze,
Shamrock, thistle and rose;
And the star-spangled banner unfurl with these—
A message to friends and foes,
Wherever the sails of peace are seen and wherever the war wind
blows.

A message to bond and thrall to wake,
For, wherever we come, we twain,
The throne of the tyrant shall rock and quake,
And his menace be void and vain;
For you are lords of a strong, young land, we are lords of the
main.

Yes, this is the voice on the bluff March gale,
We severed have been too long,
But now we have done with a worn-out tale—
The tale of an ancient wrong;
And our friendship last long as love doth last,
And be stronger than death is strong.

This poem appeared simultaneously in all London papers a short time ago, and was generally commented on, as showing the popular feeling of John Bull to Uncle Sam.

"LIFE WITHOUT LOVE."

BY ARTHUR G. LEWIS.

LIFE without love is like day without sunshine,
Roses bereft of sweet nature's perfume;
Love is the guide mark to those who are weary
Of waiting and watching in darkness and gloom.

Love, to the heart, is like dew drops to violets,
Left on the dust-ridden roadside to die,
Love leads the way to our highest endeavors,
Lightens and lessens the pain of each sigh.

Life without love is like Spring without flowers,
Brook-streams that move not, or star-bereft sky
Love creates efforts most worthy and noble,
Prompts us to live and resigns us to die.



TO A SKETCH.

SWEET flower,
Thy outlines sketched by one
Who rivals thee, aye distances thee
In all thy fairness and beauty, —
Thy gentleness and purity ;
Comest thou from thy hiding place
To call up memories of her absence ?

Dear thou art, but dearer she.
Whose handiwork thou art.
Go thou back to her who made thee.
Tell her of that great love
Which swells my heart to-night,
While I, alone, keep silent vigils
In my den

Go thou, whisper it gently,
For it is not for others' ears ;
But that sweet love which lives
Unfathomed, boundless and eternal.



SOME JUGGLING WITH FIGURES.

CHICAGO NEWS BUREAU.

ENORMITIES of any character attract attention and for large figures there is no better place to look than in the records of the railroads for a year in the United States.

In the first place there are 240,129 miles of track or 480,258 miles of rail. At 60 pounds to the yard this rail weighs about 105,600 pounds or about 53 tons to the mile. Then the total track in the country weighs over 25,000,000 tons or 25,453,674 pounds.

The freight movement mileage in the United States last year was 93,885,853,634 or equivalent to carrying one ton 3,755,434 times around the globe.

The passenger movement mileage was 13,044,840,243 or equivalent to carrying a man 521,793 times around the globe or around 1402 times a day for a year or 35,050,000 miles in 24 hours, which is 1,460,000 miles an hour at the rate of 405 miles a second. In other words our passenger trains carried nearly thirteen times as many passengers one mile as there are human beings on this earth.

The weight of freight handled was 773,868,716 tons or 1,547,737,432,000 pounds. This was carried by 36,080 locomotives which is equivalent to the power that would be exerted by 36,080,000 horses. This is over twice the number of horses in use on farms in the United States, estimated by the department of agriculture in 1896 to be 15,124,057.

Each horse's share of the tonnage moved in the United States would be about twenty-one tons or 42,000 pounds. If the horses were 8 feet in length they would make a tandem team twice around the globe with about 3,079,560 horses left.

If the railroad capital invested in the United States, according to construction accounts \$9,953,767,710, were to be invested in a sufficient number of horses and wagons to do the work done by the locomotives and cars of the country each rig would have cost \$275 or thereabouts. However if the amount of capital invested in locomotives at an average of about \$10,000 or \$360,800,000 were to be put into a sufficient number of horses to do the work of our

locomotives horses would cost about \$10 apiece, or thereabouts.

The number of miles of railroad in the United States is about 182,000, or over seven times around the globe. The average length of a freight car is about 35 feet, so the 1,250,000 in service in this country would make a train about 8,333 miles long. A freight train of 75 cars is about half a mile long. Adding to the length of freight cars that of 24,788 passenger cars and 7,839 baggage cars we have about 8,700 miles of cars, or with the locomotives, a train of about 10,000 miles in length. The freight cars alone would blockade every foot of mileage of the New England States with enough to spare to connect New York and Chicago and encircle the two cities.

The number of passengers carried last year was 535,000,000 or over seven times the population of the country. These people traveled over 13,000,000,000 miles. It is about 93,000,000 miles to the sun. Then if one man had used the mileage traveled by his fellow citizens he could have taken seventy trips to old Sol. By that time if he was tired of the trip he could go to the moon sixteen times and leave a 40,000 mileage book to his heirs if he happened to land too hard on his return to terra firma. As for baggage, our planet trotter could have taken two tons of it every where he went during the year to use up the power of the force that was directing his course.

If the total traffic revenue of the railroads of the country had been divided equally among our 72,000,000 people, each man, woman and child would have received about \$16.07 apiece. Then if the people were to pay the operating expenses of the railroads they would have left \$6.23 apiece. Then if they paid fixed charges, interest and money borrowed to complete the roads and on outstanding obligations, and rents and taxes, they would have left \$1.32 apiece. This without paying any return of the \$5,373,187,819 capital stock of the railroads. If they paid the dividends, about 1.14 per cent, they would have left 16 cents apiece; if they paid 1.24 per cent, pretty poor return on capital,

they wouldn't have a penny left, or if the population of the country is made up of families of about 5 on an average, each family would have 80 cents surplus or about \$11,000,000 reported for 181,000 miles of railroad. As it was, 826,620 employes received \$468,824,531 for their services to the railroads directly, or \$567 a year apiece on an average, and indirectly it is estimated that 10,000,000 persons were supported by the railroads and the industries that depend for their existence upon the railroads.

The average distance that a ton of freight was moved last year by the railroads was about 121 miles and the amount received for this service was about \$1.00 or about .8 of a cent a mile. There were 454 men employed in railway service to every 100 miles of line, or a man for every 70 rods.

If the sum paid the general officers of the railroads of this country in salaries last year had been added to the amount paid all classes of employes exclusive of the officers and the latter had been paid the average for the number employed, the wages of the great army of railway workers exclusive of the general officers of the road, would have been increased \$12 a year apiece. The average received, taking officers and men, was \$567 a year June 30, 1896, by the last report of the Inter-State Commerce Commission. The 5,372 general officers received \$12,497,957. Then the total employes actually received \$555 a year on the average, and with all paid alike all would have received \$567 apiece, officers and men. Again, put the salaries of the general officers and all other officers into the total paid and pay all the same yearly compensation, and the pay of all classes of railway employes over the amount they actually received annually, \$551, would have been \$16 a year, all officers and men paid alike. For the 365 days of the year that the men must live while they work about 300 days, this would give each employe a little over four cents a day more than he now receives and little over five cents a day more than he actually receives, on an average for his working days. Abolish all officers and divide between the 818,184 other employes of the railroads their salaries, and each employe would receive \$573 annually on the average in-

stead of \$551 that he already receives now, or \$22 a year better pay about seven cents a day better than is now paid.

The amount paid in dividends by the English companies on about one-third the capital of the American lines was, \$24,000,000 less than the amount paid in dividends here. The amount paid in labor, however, was \$371,000,000 less. The payments for labor in England were 155 per cent of the dividends. In America they were 535 per cent. Or to put it in another form, for every dollar paid to the stockholders in England, labor received \$1.55; for every dollar paid to the stockholders in America, labor received \$5.35.

For every dollar paid to the bondholders (or what is the equivalent thereof), in England labor received 98 cents. For every dollar paid to the bond-holders in America, labor received \$1.33.

For every dollar paid in England as dividend and fixed charge on capital combined labor received 51 cents. In America it received \$1.08.

Labor in England received only 51 per cent of what goes to capital. In America capital received less than labor.

In England labor constituted 46.89 per cent of the operating expenses. In America 60.65 per cent of the operating expenses went to labor.

If a man can carry 1,000 pounds one mile every day for 313 days a year, resting Sundays, which is more than most men would undertake to do, he can carry 156.5 tons one mile in a year. It would take over 80,000,000 men to do the work the railroads last year at this rate.

If each man were moving his burden in one direction he would have to walk 20 miles a day if he carried a 50-pound burden. Then each of the 80,000,000 men would have to walk 6,260 miles a year besides carrying 95,328,360,278 tons burden between them. Few men would undertake to walk from New York to San Francisco and back again in a year, even without a burden of 50 pounds to carry.

If these 80,000,000 men were told that they would be paid for their labor \$786,615,837, the total freight revenue last year paid the railroads, they would count \$9.83 a year, pretty poor pay.

THE DARE-DEVIL YOUGH.

BY FRANK COWAN.

WHERE the bluff Alleghenies rise rugged and rough,
And fetters and bars for a continent forge,
There dashes defiant the dare-devil Yough,
Through rocky ravine, deep dell and grim gorge.
To this river I drink : for akin to my blood
Is its torrent so bold and so buoyant and free :
Braving boulder and crag with impetuous flood,
As onward resistless it rolls to the sea.

And here's to the man with a will like the Yough,—
A will that would wield as a weapon the world,
Daring all, and defying even death with a scoff,
When over the brink of decision he's hurled.
'Tis the man that I love, the bold and the brave,
Converging his might to the channel of aim :
From the mountain of life to the gulf of the grave,
Rolling on like the Yough to the ocean of fame!

And here's to the woman aflood with the tide
That bursts from the mountain-height's fountain of love,
On whose billows the barks of futurity glide
Until anchored in bliss in eternity's cove.
'Tis the woman I love ; and the free bounding wave
That breaks in the course of my hot throbbing blood
Is the might of the love in return that she gave—
A might that's akin to the Yough's rushing flood!

SUNSHINE THRO' THE RAIN.

BY ARTHUR G. LEWIS.

COME, lift your head, those pretty eyes
Should ne'er be dimmed with tears
This world is not all cruel and cold,
Nor life all trials and fears.
Let me, my loved one, bear thy cross
And share thy every pain.
Then soon you'll see the bright warm
sun
Come shining thro' the rain

"For every cloud is silver lined,"
And when the storm has passed
Our lives look brighter through the
gloom—
The tempest's shadows cast.
Your star of hope will soon appear :
The dark sky clear again,
And soon you'll see the bright warm sun
Come shining thro' the rain.

The fairest flowers that bloom in Spring,
With Winter, fade and die ;
There is no joy without its grief,
No smile without its sigh.
So let us look beyond the clouds
And cling to hope again,
Until we see the bright warm sun
Come shining thro' the rain

LOVE AND WAR.

BY WILLIAM ELLIOTT LOWES.

SEVEN miles out of Memphis, on the old pike leading from Nashville, stands a quaint old fashioned southern home, with its broad veranda and colonial pillars now partly crumbled away with age. The fence which surrounds it, a modern picket structure, barely gives breathing room for the old house, which in its early days stood out and alone from other houses, the manor house of a great plantation. In spite of its age, there is a grand old dignity about it which naturally excites the interest of the visitor to the pretty little suburban village wherein it stands. Connected with it, as with many other houses in the South, is a romance sad but strangely beautiful.

The story is the old one of love and war. The time was 1862, when the Union Army had taken possession of Memphis, and many troops were stationed in the vicinity of this important river town.

Lieutenant West, of the —th Indiana Cavalry, had barely passed his nineteenth birthday. He was only one of the many chivalrous young fellows who cast their lots with the fortunes of war. He ran away from his home in Ohio and joined a regiment of volunteer cavalry from Indiana, which had been made up of many of his relatives and friends; and it may be truly said that it might have been more for the love of excitement than patriotism which prompted him to swear falsely to his age when he joined the ranks; but nevertheless he served four years and endured all the hardships of war without the slightest desire to return home. He did not seem to realize the dangers of war personally, but day by day looked forward to some new honor.

So far fortune had favored him: he had been advanced from a private to the rank of second lieutenant and he keenly enjoyed his favoritism amongst his comrades and the honors bestowed upon him.

Fate then took a hand. His regiment had encamped several times within the vicinity of Memphis and he began to feel at home in that section of the coun-

try. The quaint old house was then the magnificent home of an officer in the Confederate Army who was away with his regiment near Richmond. The family at home consisted of the mother and two young lady daughters and the usual contingent of negro servants. This home had been continually under the protection of the Union Army, and its inhabitants had learned to feel no fear of injury of any sort, except the devastation of their granaries and fields.

It fell to the duty of Lieutenant West in the latter part of '61 to make the acquaintance of the family, and his manly character had completely captured the hearts of mother and daughters. The elder daughter was a famous southern beauty and in spite of their political differences, these two people plighted their love. Shortly after the engagement had been announced, the Union forces were withdrawn far to the East and young Lieutenant West was wounded in the second Battle of Bull Run. It was supposed he was killed and the report to army headquarters was to that effect, but instead he had been taken to the hospital camp in delirium, his uniform removed on the field by the surgeon and he had been entered on the hospital register as "unknown."

At this time his father, who was then at Baltimore, received a telegram that while young West was reported dead, there was no conclusive proof that such was the case and that many of the soldiers in that campaign were in hospital at Manassas Junction. The father obtained a furlough and went immediately in search of his son and by visiting tent after tent, found him the very day the delirium had left him. The father immediately applied for his son's discharge but the latter refused to accept it, declaring that he would join his company as soon as he was well enough.

This he did a few weeks later at Memphis, where in the meantime, his company or what was left of them, had been ordered.

This was in October of '62.

One morning shortly after his arrival,

the picket lines sent in a dainty note addressed to him and he at once recognized the writing of his sweetheart. It was imploring him to come to her at once, as the separation had been a long and painful one and after months of silence, his letter to her on his return was the first news she had had of him since the terrible conflict at Bull Run. The letter was full of endearment and begged him to come the next day for dinner.

Young West, filled with all the ardor of a youthful lover, asked leave of absence at once and invited his chum and brother officer to accompany him. This officer, Lieutenant Hamilton, was a man probably fifteen years older than himself. He was a cool headed, slow thinking fellow, who was cautious and pessimistic. Hamilton slowly replied that such a thing would not only be dangerous but absolutely foolhardy just at that time, for "Dickey" Davis, the famous raider, was known to be in the vicinity with at least sixty men and had been killing off the pickets like sheep, making it necessary for the strictest rules to be enforced, keeping the men within the lines. Hamilton even suggested the thought that there might be a plan to ambush them. At this young West, who had been patiently listening to the counseling of the older man, resented and demanded an apology for even so much as coupling such a suggestion with the invitation from his sweetheart. Hamilton was obstinate and tried to point out the possibilities of such an adventure even though there should be no existing plot. A serious quarrel between the two old friends seemed imminent and Hamilton realizing the danger of further argument and sharing the confidence of the younger officer in his love affair, agreed to accompany him, provided they take their corporal to stand on guard while they were at dinner. Again the younger officer objected, claiming that the ladies would have reason to consider it almost an insult. But Hamilton would agree to nothing else; that war was war and caution on a trip of that kind would be reasonable.

Young West finally gave in to good reason and the three men started on their journey the next morning; West happy

in the thought of seeing his fiancé and Hamilton and the corporal anticipating a good dinner which was a rarity to them. Arriving at the house, West frankly explained to the ladies their fears and asked permission for their corporal to be allowed to remain with the horses while he and his friend were at dinner. Of course, their wish was granted, as the ladies knew full well what the fate of the men would be, should they be captured by as lawless a band as "Dickey" Davis and his men.

It was a happy reunion and as West told of his misfortunes in battle, of his long stay at the hospital, his sweetheart listened with intense anxiety.

The dinner was but half over, when a sudden whistle of warning from the corporal outside startled both men to their feet. West glanced through the open window in front of him, which commanded a view of the road, and was horrified to see coming over the brow of the hill, not three-quarters of a mile away, the band of guerrillas bearing down as fast as their horses could carry them.

The situation was too intense for words. The cautious warning of Hamilton the day before ran through West's brain. He was speechless. Almost too deliberately he turned toward his sweetheart as if for explanation. She, with a look of agony, divined his thoughts and fainted dead away. There was no time to be lost and the two men rushed for their horses, which the impatient corporal was holding, and leaping into their saddles rode for their lives. Davis followed closely and fired a continual volley of shots after them, but without effect. They were without the range of their carbines, and as the three Union soldiers had fresh horses, they out-rode the little troop of cavalry. The chase was for about two miles when the three men separated to battle the raiders. The ruse was successful, for the entire band stopped pursuing at once, fearing they had already entered too close to the lines of the Union forces, and their tired horses could not be depended upon for a hasty retreat. The route taken by West led him across a field into a dense woods and he lost his way entirely. Fearing to enter the field again, he rode further into the woods,

hoping when night came on the glare of the camp-fires would enable him to find his way back to the lines. In this he was successful, and arriving at the picket line gave himself up for arrest, not knowing the countersign of the night. He was passed on from one picket to another until he reached camp, where he found that both of his comrades had arrived before the change of the guard.

Their day's experience resulted in an organized campaign to trap Davis, which was eventually successful.

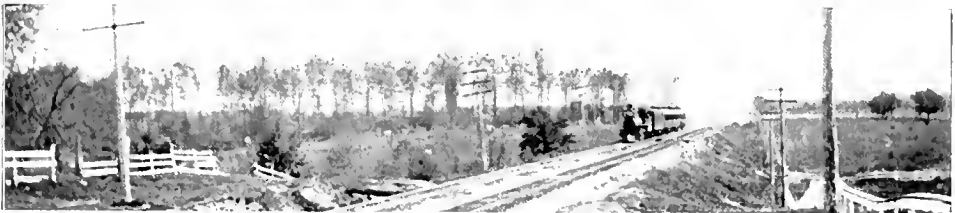
Lieutenant West, who heretofore had been the most buoyant spirited man in the regiment, was heart-broken. He declined to talk to Hamilton, and the latter felt as though he were guilty for having suggested the possibilities of such a calamity.

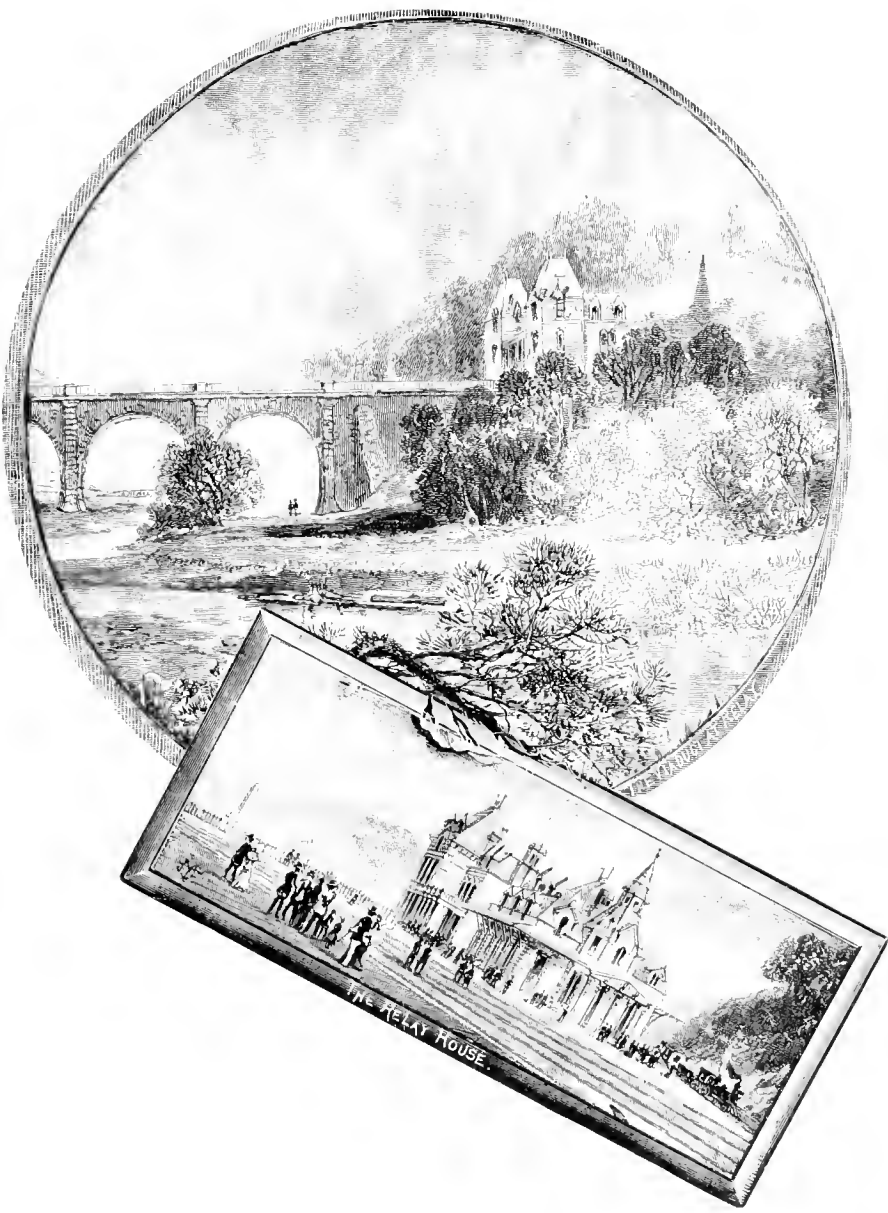
The whole regiment was talking about it and everybody noticed the fearful change which had come over their comrade. The proud spirit of the young lover forbade his communicating with his sweetheart, yet he could not and would not believe her culpable of

leading him into such a trap. His love burned stronger; and he determined to ascertain the truth from Davis himself.

On the day of execution of the war-rrior outlaw, West approached the boastful leader, who seeing him, said: "Well, young fellow, this is your inning. Had I as fresh a horse as you had, I might have officiated at your funeral instead." The remark stunned the poor fellow and his heart was chilled. He no longer hoped. The little diamond ring on his finger was hers. She had the plain gold band which was the soldier's token when their love was plighted. With a heavy heart he removed the sacred pledge and sewed it in his shirt; it was nothing to him now.

The remaining years of the war had no terrors for West. It made little difference to him when the war would close. He had risen to first Lieutenant and honors had come to him, but he had outgrown his ambition. All the events of four years were of little consequence to him; he could only remember one.





A GLIMPSE OF NATURE AT RELAY HOUSE.

BY L. RANDOLPH PIERCE.

TALL tree'd cliffs whose verdant heads
 Rise aloft toward the turquoise sky,
 The sparkling river laughing low
 As it saucily ripples by.
 Crag upon crag the rocky wall
 Bound in its bands of green ;
 The stately oak and supple elm's
 Thrown back by the river's sheen.

A path leads down to the shadowed glen
 Where the gurgling waters glide ;
 The grasses rustle--the willows bend
 In the ebb and flow of the tide.

Beneath our feet the mossy sod,
 Flecked o'er with bars of gold--
 Where the sunshine mellow in tints of
 yellow,
 Lights up the scene so bold.
 Over our heads the branches meet,
 And leafy twigs entwine.
 We yield to the charm of this rare re-
 treat
 Recalling an "Arcada Sublime."

HUNTING AND FISHING RESORTS ON THE BALTIMORE & OHIO RAILROAD.

Nearest Railroad Station on B & O R. R.	SHOOTING		FISHING					Livery Charges, Per Day	Hired Rates, Per Day	Character of Country
	Kind of Game	Open Season	Name of Stream	Best from Sept. to	Kind of Fish	Best Months for Fishing	Guide's Charges, Per Day			
Aberdeen, Md.	Canas, back, Red-heads, Black-heads, Woodcocks, Teal and Marsh Ducks	Nov. 10 to April	Chesapeake Bay and tribu- taries.	5	Striped Bass, Perch and Pike.	July to Sept.	\$10.00 incl. shoot- ing box	\$1.50	\$1.00 to \$3.00	Open and wet.
Alken, Md.	Canas, back, Red-heads, Black-heads, Teal, etc.	Nov. to April	Susquehanna River and Flats.	5	Perch, Rock Bass, etc.	Aug. and Sept.	3.00	2.00	Open and wet.
Algon, O.	Canas, back, Red-heads, Black-heads, Teal, etc.	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch	Aug. and Sept.	Open.
Amos, O.	Canas, back, Red-heads, Black-heads, Teal, etc.	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch	Aug. and Sept.	Open.
Bellton, W. Va.	Rabbits, Gray Squirrels and Quail.	Nov. to Jan.	Fish Creek	Close.	Bass and Small Fish	April to Sept.	3.00	Open, wooded, rocky and hilly
Bellaire, O.	Ducks and Quail	Nov. 15, Dec. 15	Licking River	Close.	Black Bass	April to Oct.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, Rabbits, Quail, Rabbits, Squirrels, etc.	Sept. to Dec.	Great Cacapon, Sir John's Run and Cacapon River.	2 to 12	Suckers, Eels, Carp, Bass, Trout and Black Bass.	April to Oct.	Moderate.	Open and wooded.
Boyd's, Md.	Rabbits, Squirrels, Par- tridges, Pheasants, and Robins.	Nov. and Dec.	Potomac	9	Bass and German Carp	April and May	1.00	Open and wooded.
Bradshaw, Md.	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Feb.	Little Gunpowder River.	6 to 12	Goldfish only	May and June	Moderate.	Open, wooded, rocky, hilly, wet and dry.
Carroll, W. Va.	Rabbits, Squirrels, Quail, Pheasants, etc.	Nov. and Dec.	Fish Creek	6	Pike, Perch, Catfish, etc.	April to July	2.00	Open, wooded, rocky, hilly, wet and dry.
Cameron, W. Va.	Rabbits, Squirrels, Quail, Pheasants, etc.	Nov. and Dec.	Fish Creek	6	Pike, Perch, Catfish, etc.	April to July	4.00	2.00	Open, wooded, rocky, hilly, wet and dry.
Cedar Creek, Va.	Rabbits and Birds	November	Cedar Creek	3	Bass, Carp and Catfish.	September	Moderate.	1.50 to 3.00	1.00	Wooded, rocky, wet, dry, Wooded and open.
Charlestown, W. Va.	Pheasants, Wild Turkeys, Partridges, etc.	Nov. and Dec.	Shenandoah River	3	Black Bass, Catfish, Perch and Suckers.	July to Oct.	1.50	1.00	1.00	Wooded, rocky, wet, dry, Wooded and open.
Cheat Haven, Pa.	Wild Cats and Deer	Fall and Winter	Beaver Hole and Cheat River.	8 to 9	Pike, Catfish, Red Fish, Pike and Catfish.	March to Sept.	1.00	1.00 to 1.50	Wooded, rocky and hilly.
Clarksburg, W. Va.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants and Quail.	Oct. and Nov.	Elk Gauley, Kanawha.	4 to 10	Bass and Trout	April and May	1.00 to 2.00	3.00	1.50 to 2.00	Rolling, dry and wooded.
Claysville, Pa.	Deer, Squirrels, Quail and Small Game.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.	1.00 to 2.00	1.50	Wooded, hilly and dry.
Confluence, Pa.	Deer, Squirrels, Quail and Small Game.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.	2.00 to 3.00	1.50 to 2.00	Wooded and hilly.
Corinth, W. Va.	Deer, Squirrels, Quail and Small Game.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.	1.00 to 2.00	1.50 to 2.00	Wooded, hilly and dry.
Cowington, Md.	Deer, Squirrels, Quail and Small Game.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.	1.00 to 2.00	1.50 to 2.00	Wooded, hilly and dry.
Cumberland, Md.	Wild Turkeys, Pheasants, Squirrels and Quail.	Oct. and Nov.	Patterson Creek	2	Mountain Trout	May to Sept.	3.00 to 1.00	Open, wooded, rocky, hilly, wet and dry.
Dalby, Md.	Rabbits, Squirrels, Foxes	Sept. to Nov.	Monocacy and Potomac Riv.	8 to 18	Pike, Perch, Catfish, Sun- fish, Goldfish and Eels.	May to Sept.	3.00 to 1.00	Open, wooded, rocky, hilly, wet and dry.
Deer Park, Md.	Pheasants, Wild Turkeys, Woodcock and Squirrels.	Sept. and Oct.	Lost Land Run, Lake Brown and Lake Cleveland	5 to 7	Bass, Chubs, Perch, Carp and Lake Cleveland Trout.	March, April, April and May	1.50	1.50 to 2.50	1.50	Open, wooded, rocky, hilly, wet and dry.
Dunbar, Pa.	Turkeys, Pheasants and Squirrels.	All the year	Yough River	Close.	Bass.	April to Oct.	3.00 to 2.00	1.50	Wooded and hilly.
Edinburg, Va.	Deer, Fox, Rabbits, Squirrels, Coons, Quail and Turkeys.	Nov. to Dec.	Big Springs, Red Banks, Hoffman's Quarry.	1 1/2	Bass, Suckers, Perch and Eels	Any time of the year.	2.00	2.50 to 3.00	1.50	Wooded and hilly.
Fairfield, Va.	Small Birds	Nov. and Dec.	Delaware River	Close.	Small Fish	Fall Months	Moderate.	Moderate.	1.50	Wooded.
Farmington, W. Va.	Small Birds	Nov. and Dec.	Delaware River	Close.	Small Fish	Fall Months	Moderate.	Moderate.	1.50	Wooded and hilly.
Folsom, Pa.	Deer and Red Birds	Nov. and Dec.	Monocacy River.	Close.	Perch, Suckers and Sun- fish.	Sept. and Oct.	3.00	Partially wooded, heavy Rolling.
Frederick Junction, Md.	Rabbits, Pheasants and Partridges.	Nov. until end of season	Monocacy River.	Close.	Bass and Carp	Sept. and Oct.	Mostly woods, hilly.
French's, W. Va.	Deer, Squirrels, Rabbits and Turkeys.	Nov. to Jan.	South Branch.	1 to 40	Black Bass and Suckers	Aug. and Sept.	Rocky and hilly.
Garret, Pa.	Squirrel, Quail, Turkey	Fall	Wills Creek	Close.	Trout and Bass.	June, July, Aug. Fall and Winter	2.00 to 3.00	1.00 75c.	Open, wooded, hilly, dry.
Glencoe, Pa.	Squirrel, Pheasant, Rabbit, Turkey.	Sept. to Oct.	Potomac and Cacapon Riv- ers.	5 to 30	Black Bass	Apr. to Sept.	1.00 to 2.00	Wooded and hilly, dry.
Great Cacapon, W. Va.	Wild Turkeys.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.	3.00	1.00 to 2.50	Open.
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Partridges.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.	2.00 to 2.50	1.50 to 2.00	Hilly and dry.
Hamcock, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Partridges.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.	Open, wooded and hilly.
Hartford, Md.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Partridges.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.	Open and wooded, rocky and hilly.
Harper's Ferry, W. Va.	Deer, Bear, Squirrels and Rabbits, Wild Turkeys, Pheasants, Partridges.	Sept. to Feb.	Potomac River	Close.	Black Bass	Sept. and Oct.	Open and wooded, rocky and hilly.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EXCEPT SUNDAY	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	12.01	9.00
LV BALTIMORE, CAMDEN STATION ..	7.55	8.50	10.50	12.57	2.15	3.49	6.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STATION ..	7.59	8.54	10.54	1.01	2.20	3.53	6.04	1.26	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	3.55	12.00
AR NEW YORK, LIBERTY STREET	12.35	1.20	3.00	5.35	7.00	8.10	10.40	6.52	2.20
AR NEW YORK, WHITEHALL TERMINAL ..	12.40	1.25	3.05	5.40	7.05	8.15	10.45	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TERMINAL ..	4.30	7.55	10.00	11.30	2.00	3.25	4.55	5.55	12.15
LV NEW YORK, LIBERTY STREET	4.30	8.00	10.00	11.30	2.00	3.30	5.00	6.00	12.15
LV PHILADELPHIA	8.00	10.26	12.20	1.37	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT. ROYAL STATION ..	10.04	12.41	2.26	3.36	6.42	7.49	9.32	10.41	6.05
AR BALTIMORE, CAMDEN STATION	10.08	12.45	2.30	3.40	6.46	7.53	9.36	10.45	6.15
AR WASHINGTON	11.00	1.40	3.30	4.30	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
	AM	PM	PM	PM	PM	AM	PM
LV NEW YORK, WHITEHALL TERMINAL ..	10.00 AM	2.00 PM	3.25 PM	5.55 PM	3.25 PM	...	12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	3.30 PM	6.00 PM	3.30 PM	4.30 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	5.42 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.26 PM	6.42 PM	7.49 PM	10.41 PM	7.49 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.58 PM	10.55 PM	7.58 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	9.00 PM	11.05 AM	11.25 AM
AR PITTSBURG	6.35 AM	8.00 PM	...
AR WHEELING	8.20 AM
AR COLUMBUS	11.35 AM	...	2.55 PM
AR TOLEDO	6.35 PM
AR CHICAGO	9.00 PM	10.00 AM	12.00 PM
AR CINCINNATI	8.15 AM	5.20 PM	2.50 AM
AR INDIANAPOLIS	11.45 AM	10.35 PM	6.50 AM
AR LOUISVILLE	12.22 PM	9.15 PM	7.10 AM
AR ST. LOUIS	6.40 PM	7.36 AM	12.40 PM
AR ROANOKE	5.30 AM
AR KNOXVILLE	2.10 PM
AR CHATTANOOGA	5.45 PM
AR MEMPHIS	8.18 AM	7.10 AM	...	8.20 PM
AR NEW ORLEANS	7.45 PM	8.30 AM	...	8.30 AM

Through Pullman Sleepers to all points. NOTE On Sundays leave New York at 2.00 p. m., Philadelphia 4.20 p. m., Baltimore 7.00 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
	AM	AM	PM	AM	PM	AM	PM
LV CHICAGO	8.30 AM	2.45 AM	3.30 PM	10.25 AM	7.00 PM
LV TOLEDO	4.55 PM
LV COLUMBUS	8.55 PM	6.00 PM
LV WHEELING	12.25 AM
LV PITTSBURG	8.05 AM	...	9.00 PM	...	12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM
LV LOUISVILLE	2.15 PM	8.05 AM
LV INDIANAPOLIS	2.45 PM	8.05 AM
LV CINCINNATI	6.35 PM	12.05 PM
LV NEW ORLEANS	9.00 AM	7.10 PM	...
LV MEMPHIS	8.45 PM	8.30 PM	...
LV CHATTANOOGA	9.45 AM	...
LV KNOXVILLE	1.20 PM	...
LV ROANOKE	11.30 PM	...
AR WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION ..	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.50 AM	1.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

** Daily, except Sunday.*

THROUGH PULLMAN PALACE CAR SERVICE. PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOLID
VESTIBULED TRAINS. PARLOR COACHES

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Drawing Room Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. Parlor Car Philadelphia to Washington.
- No. 507. Parlor Car New York to Washington. Dining Car Baltimore to Washington, on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Buffet Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Louisville and Cincinnati to Baltimore. Sleeping Car Toledo to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

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Receivers, Baltimore, Md.

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GEO. W. BOOTH, Gen. Auditor Baltimore, Md. A. F. DUNLEAVY, Auditor of Disbursements, Baltimore, Md.

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W. T. MANNING, Chief Engineer, Zanesville, O.
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WM. GIBSON, Assistant General Superintendent Main Stem Philadelphia and Pittsburg Divisions, Pittsburg, Pa.
J. VAN SMITH, Gen. Superintendent New York Division Foot of Whitehall Street, New York.
J. M. GRAHAM, Gen. Supt. Trans-Ohio Divisions, Newark, O.
D. F. MABONEY, Supt. of Transportation Baltimore, Md.
HARVEY MIDDLETON, Gen. Supt. Motive Power, Baltimore, Md.
I. N. KALBAUGH, Supt. Motive Power Lines East of Ohio
River, Baltimore, Md.
W. H. HARRISON, Supt. Motive Power Lines West of Ohio
River, Newark, O.

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CHAS. FRICK, Fuel Agent Lines East of the Ohio River, Newark, O.
Baltimore, Md.

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211 Washington Street, Boston, Mass. E. G. TUCKERMAN, City Pass. Agt., 431 Broadway, New York.
LYMAN McCARTY, Gen. East. Pass. Agt., 434 Broadway, E. E. PATTON, City Pass. Agt., N. Y. Ave. and 15th St.
New York. Washington, D. C.
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S. B. BEGE, Division Passenger Agent Washington, D. C. G. W. SQUIRE, City Pass. Agt., 5th Ave. and Wood St.,
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BERNARD ASHBY, Trav. Pass. Agt., 333 Chestnut St., J. E. GALBRAITH, General Agent Cleveland, O.
Philadelphia, Pa. PETER HARVEY, Pacific Coast Agent,
A. C. WILSON, Trav. Pass. Agt., Washington, D. C. Room 32, Mills Building, San Francisco, Cal.
W. E. LOWES, Advertising Agent Baltimore, Md.

FREIGHT.



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T. W. GALLFHER, Gen. Freight Agent Baltimore, Md. H. W. ATKINSON, Commercial Freight Agent, Baltimore, Md.
L. R. BROCKENBROUGH, Gen. Freight Agent, Pittsburg, Pa. B. V. JACKSON, Commercial Fht. Agent, Washington, D. C.
C. V. LEWIS, Gen. Freight Agent in charge of Freight W. N. MITCHELL, Commercial Freight Agent, Atlanta, Ga.
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JAMES MOSHER, Gen. East. Fht. Agt., 434 Broadway, New York. C. F. WOOD, Commercial Freight Agent Akron, O.
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E. T. APPELCK, Asst. Coal & Coke Agent Columbus, O. C. H. HARRIS, Commercial Freight Agent,
R. B. WAYS, Foreign Freight Agent Baltimore, Md. Minneapolis, Minn.
ANDREW STEVENSON, Asst. Gen. Fht. Agent, Baltimore, Md. THOS. MILES, Commercial Freight Agent Duluth, Minn.
BEN WILSON, Gen. Live Stock Agent Baltimore, Md. JOHN HUTCHINGS, Commercial Freight Agent, Detroit, Mich.
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E. M. DAVIS, Division Freight Agent Clarksburg, W. Va. J. E. GALBRAITH, General Agent Cleveland, O.
O. A. CONSTANS, Division Freight Agent Columbus, O. PETER HARVEY, General Agent,
C. T. WRIGHT, Division Freight Agent Sandusky, O. Room 32, Mills Building, San Francisco, Cal.
B. F. KAUF, Division Freight Agent Tiffin, O. T. H. NOONAN, Gen'l Manager Continental Line and
E. S. KING, Com'l Fht. Agt., 400 Chestnut St., Philadelphia, Pa. Central States Dispatch, Cincinnati, O.

PRESS DEPARTMENT.

J. H. MADDY, Press Agent Baltimore, Md.

MILEAGE.

MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129.00
PITTSBURG DIVISION	391.00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309.68
TRANS-OHIO DIVISION	774.25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2,083.93

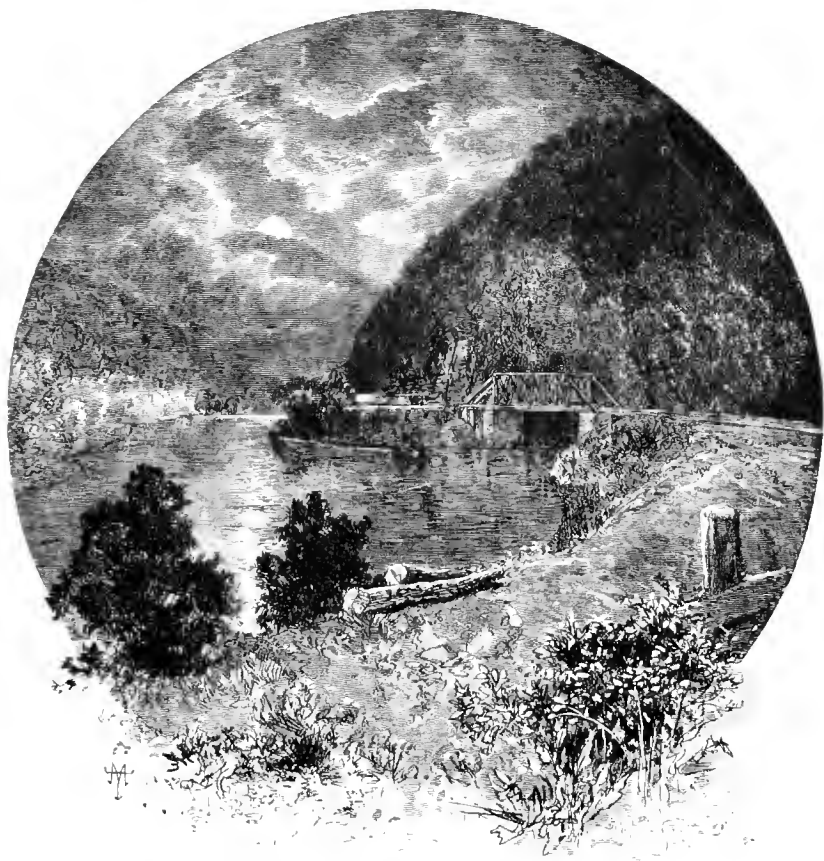
Magnificent
Scenery  



via **Baltimore & Ohio R. R.**



en route to Mountain Resorts
of the Alleghenies



Observation Cars between

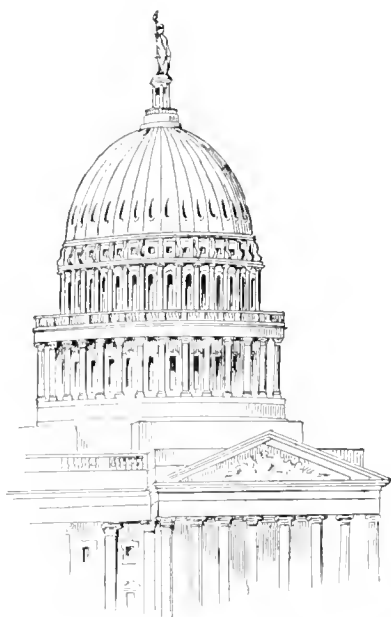
Baltimore and Pittsburg
Baltimore and Cincinnati



Over Different Routes
West of Cumberland 

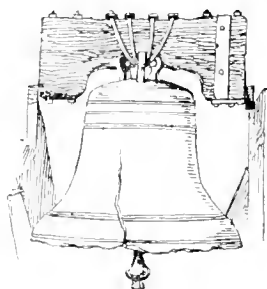
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BOOK OF THE
ROYAL BLUE
FOR JUNE

Will be the ❖ ❖ ❖ ❖

CONVENTION NUMBER

Y. P. S. C. E. B. Y. P. U. Epworth League
G. A. R.

Triennial Conclave Knights Templars

— **B. & O. R. R.**

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Single Copies, . 6 cents in stamps
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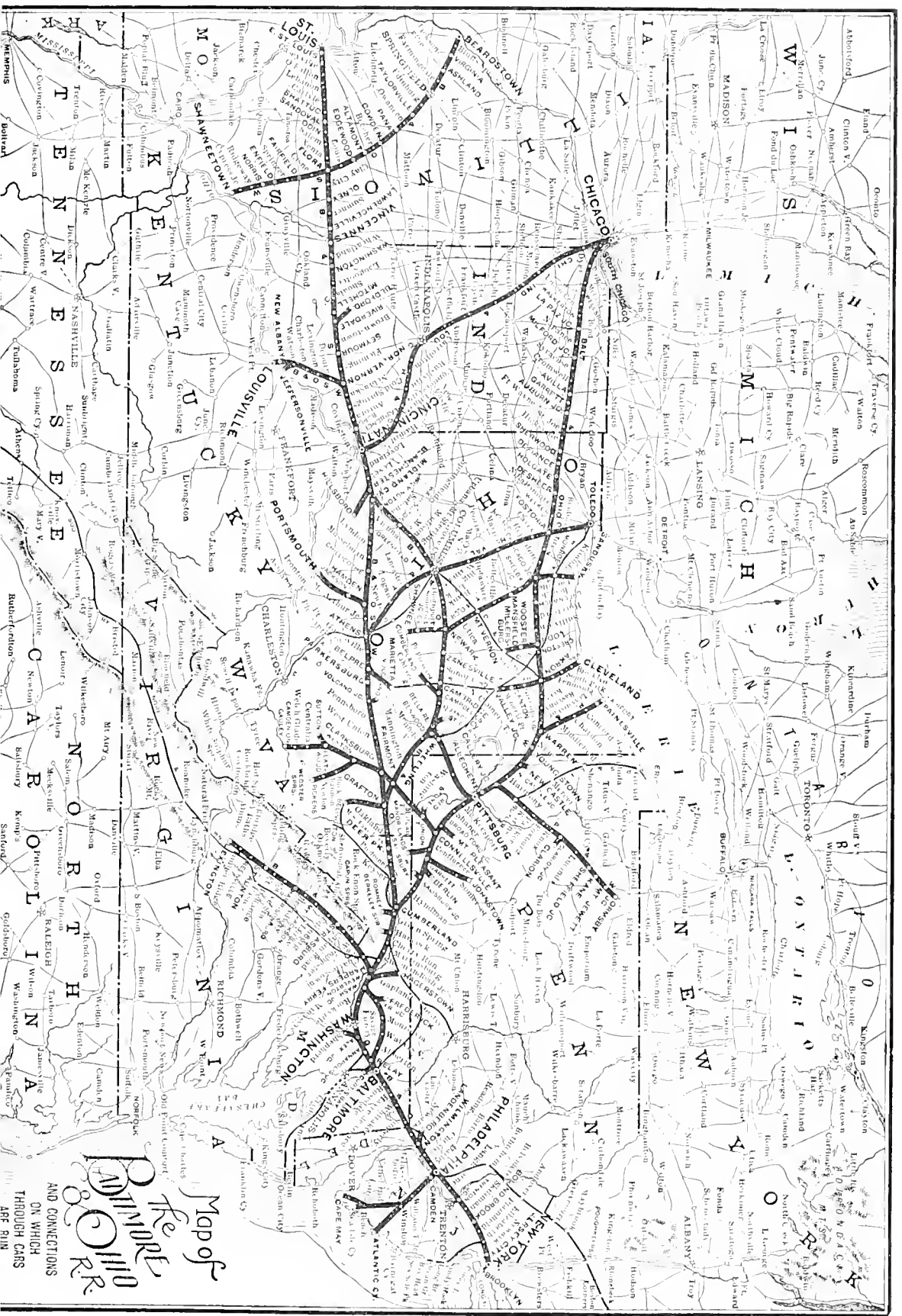
From points on and east of a direct line from Talla-
hassee, Fla., to Albany, Ga., thence to Macon and
Atlanta, Ga., Cleveland and Knoxville, Tenn.,
Hinton, Clarksburg and Fairmont, W. Va., to points
east of Baltimore, reading via Washington, D. C.,
or Shenandoah Junction, W. Va., and vice versa.

❖ ❖ ❖ ❖

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Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR • 1898



JANUARY							FEBRUARY							MARCH							APRIL						
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ROYAL BLUE TRAINS

D.B. MARTIN.
MANAGER PASSENGER TRAFFIC
BALTIMORE, MD.

J.M. SCHRYVER.
GENERAL PASSENGER AGENT, BALTIMORE, MD.
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Whitehall Terminal

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Most Convenient Entrance to
Greater New York

Connects under Same Roof with all Elevated Trains, Broadway, Columbus and Lexington Avenue Cable Lines, East and West Side Belt Lines, and all Ferries to Brooklyn.

**National Educational Association Meeting
Washington, D. C., July 7 to 12.**

Baltimore & Ohio Railroad.

FOR this occasion the Baltimore & Ohio Railroad will sell tickets to Washington at the low rate of ONE FARE for the ROUND TRIP plus \$2.00 membership fee (except that from Baltimore the rate will be \$1.25 round trip). Tickets will be sold from points west of the Ohio River on July 3 to 6 inclusive, and from points east of Ohio River from July 4 to 7 inclusive, good returning, leaving Washington July 8 to 15 inclusive, with privilege of extension until August 31, 1898, if ticket is deposited with Joint Agent at Washington on or before July 12, and payment of fee of fifty (50) cents.

Solid Vestedbed Trains from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Pittsburg and intermediate points.

The Royal Blue Trains between New York, Philadelphia, Baltimore and Washington, fastest and finest trains in America.

Call on agent Baltimore & Ohio Railroad for full information concerning stop-overs and side trips. The Baltimore & Ohio Railroad is the most interesting, historical and scenic route in America.

**32d National Encampment G. A. R.
Cincinnati, Ohio, September 6 to 10.**

Baltimore & Ohio Railroad.

FOR this occasion tickets will be sold at the low rate of ONE FARE for the ROUND TRIP from all points on the Baltimore & Ohio Railroad east of Pittsburg, Parkersburg and Wheeling, good going on September 3 and 4. West of the Ohio River and including Pittsburg, Parkersburg and Wheeling, tickets will be sold on September 3 to 6 inclusive at the very low rate of ONE CENT per mile. Tickets will be good returning not earlier than September 6, nor later than September 13, except by depositing ticket with Joint Agent at Cincinnati, between September 5 and 9, inclusive, and on payment of fee of twenty-five (25) cents, when return limit may be extended to leave Cincinnati to and including October 2, 1898.

Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. *Solid Vestedbed Trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and two from Pittsburg.*

Get full particulars from Ticket Agent, Baltimore & Ohio Railroad.

**Baptist Young People's Union of America
Buffalo, N. Y., July 14 to 17.**

Baltimore & Ohio Railroad.

FOR this occasion tickets will be sold at low rate of ONE FARE for the ROUND TRIP, from all points on the Baltimore & Ohio Railroad. Tickets will be good going July 12 to 15 inclusive, and good to return until July 19 with privilege of extension until September 1 inclusive, if ticket is deposited with joint agent at Buffalo on July 17, 18 or 19 and payment of fee of fifty (50) cents.

The Royal Blue Trains between Washington, Baltimore, Philadelphia and New York are the finest and fastest trains in the world.

Through Pullman Sleeping Cars Daily from Washington and Baltimore via Royal Blue Line and Lehigh Valley Railway.

Call on nearest agent Baltimore & Ohio Railroad for routes and detailed information.

**Young People's Society Christian Endeavor,
Nashville, Tenn., July 5 to 12.**

Baltimore & Ohio Railroad.

FOR this occasion tickets will be sold at low rate of ONE FARE for the ROUND TRIP from all points on the Baltimore & Ohio R. R. Tickets will be good going July 2 to 5, inclusive, and good to return until July 15 with privilege of extension until August 1st, if ticket is deposited with Joint Agent at Nashville on or before July 15.

Solid Vestedbed Trains with Pullman Sleeping Cars, Observation Cars and Unexcelled Dining Car Service from New York, Philadelphia, Baltimore and Washington to Cincinnati and Louisville. Solid Vestibule Trains with Pullman Parlor Cars and Sleeping Cars from Pittsburg and Columbus to Cincinnati.

Call on agent Baltimore & Ohio Railroad for tickets and full information.



AN OLD ROAD NEAR HARPER'S FERRY (SEE PAGE 11)

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, JUNE, 1898.

No. 6

PITTSBURG.

THE twenty-seventh Tri-ennial Conclave Knights Templar will be held in Pittsburg in September, 1898. This august assembly always takes with it a representative gathering of the most influential men of the United States, and the city which has been lucky enough to get the convention, looks forward months in advance to their

the "Smoky City," will interest others as well as those contemplating a visit in September.

Pittsburg is not at all like it was some fifteen years ago. Devoted to



PITTSBURG, SHOWING B. & O. R. PASSENGER STATION IN FOREGROUND.

coming and great preparations are made for the entertainment of guests.

Indeed, any city may well be proud of being chosen for a convention which is held but once in three years. Consequently Pittsburg has put her best step forward in the preparation at this early date.

A glimpse at the resources of the "Iron City," or as it used to be called,

extensive iron and coal industries, it is naturally smoky, but nothing to be compared to former times, since the use of natural gas for fuel has superseded coal for general use. It is one of the most thriving business cities, as well as one of the most beautiful residence cities, of the United States.

Many people who travel and whose only knowledge of a town is passing

through it on a train, often form imperfect impressions from the car window which they adopt as a standard of measurement for the rest of the town. Especially so of Pittsburg, as the railways entering it pass through the manufacturing district, and mills and smoke greet them on every side.

Pittsburg is built on a wedge of land, formed by the Allegheny River on one side and the Monongahela River on the

of the city proper is estimated at about 300,000; while if the population of its component parts, not within its corporate limits, were added, it would increase the number to at least 500,000.

In the industrial world, it is known as the American center of the iron, steel, glass, coal and coke industries. Some idea of the immensity of many of these industries may be obtained from the facts that the large bessemer steel



SIXTH STREET BRIDGE

other, which unite at the point into the Ohio River. It is walled in by beautiful hills and is very picturesque. Across the Allegheny River, to the west, lies Allegheny City, which has a population of some 105,000 which practically belongs to Pittsburg, as do the many surrounding boroughs of McKeesport, Braddock, Homestead and about thirty smaller towns, which depend upon it commercially and financially. The population

plant, the largest crucible steel plant, the largest plate glass works, the largest glass chimney factory, the largest pickle factory, the largest coke industries, the largest tube works, the largest manufactory of glass table ware, the largest and most powerful engines and pumps employed to pump water, and the largest air brake works for freight and passenger cars, in the world are at Pittsburg. All these, to say nothing of the immense

steel rail rolling mills, electrical apparatus manufactories, locomotive works, armor plate mills, tin plate works, iron pipe and sheet iron works, steel projectile manufactories, etc., etc. These tremendous industries keep Pittsburg apparently in an everlasting state of occupation.

But "all work and no play, would make Jack a dull boy," and the populous are thoroughly educated up to this maxim. This is fully demonstrated in the educational institutions, public build-

ings, clubs, beautiful parks and exquisite homes of Pittsburg. Among the educational institutions are the Western University, the Pennsylvania College for Women, the Theological seminaries, the Western Pennsylvania Medical College, the College of the Holy Ghost, the School of Pharmacy, the Allegheny Observatory and the splendid public schools. Among the public buildings and those of prominence as to costliness, are: The Court House, Government Building, Carnegie Library in Allegheny, Carnegie Library, Music Hall and Museum in Pittsburg, and the new Phipps Conservatory, the largest and most beautiful in the United States. The office buildings and church edifices are as handsome as can be found in any of the prosperous cities of the waning nineteenth century. There are two swell clubs, The Duquesne and Pittsburg; six theatres, six gymnasiums and a riding academy.

Of the eight parks in the city, Schen-



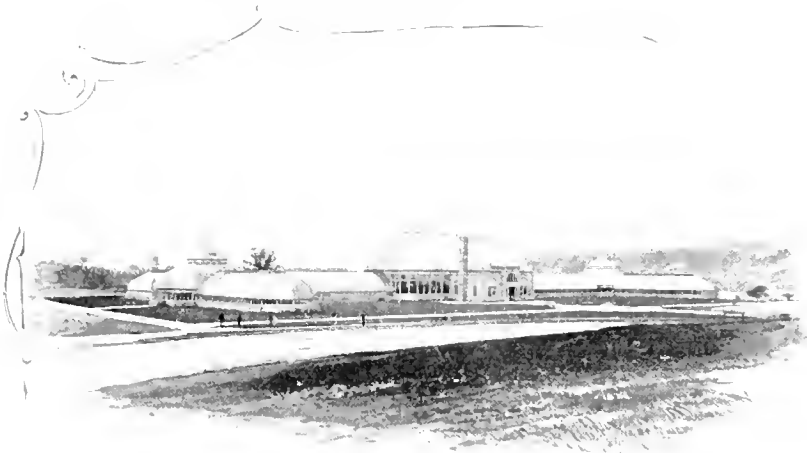
POINT BRIDGE

ings, clubs, beautiful parks and exquisite homes of Pittsburg.

Among the educational institutions are the Western University, the Pennsylvania College for Women, the Theological seminaries, the Western Pennsylvania Medical College, the College of the Holy Ghost, the School of Pharmacy, the Allegheny Observatory and the splendid public schools. Among the public buildings and those of prominence as to costliness, are: The Court House, Government Building, Car-

ney Park is the most beautiful. It is blessed with natural scenery which no amount of money nor landscape gardening could supply.

The beautiful residence portion of Pittsburg lies on a plateau of easy access, between the rivers and about two hundred feet above them in what is known as the "East Liberty Valley." In this district there are nearly one hundred miles of asphalt streets, bordered with shade trees and the dwellings are as beautiful as can be found anywhere.



CONSERVATORY, SCHENLEY PARK

The great bridges, eighteen in number, spanning the rivers, add to the picturesqueness of the city. The Smithfield Street Bridge; The Point Bridge and Twenty-Second Street Bridge over the Monongahela; The Sixth Street Bridge; Seventh Street Bridge over the Allegheny; and the Ohio River Connecting Railroad Bridge over the Ohio River are especially noteworthy.

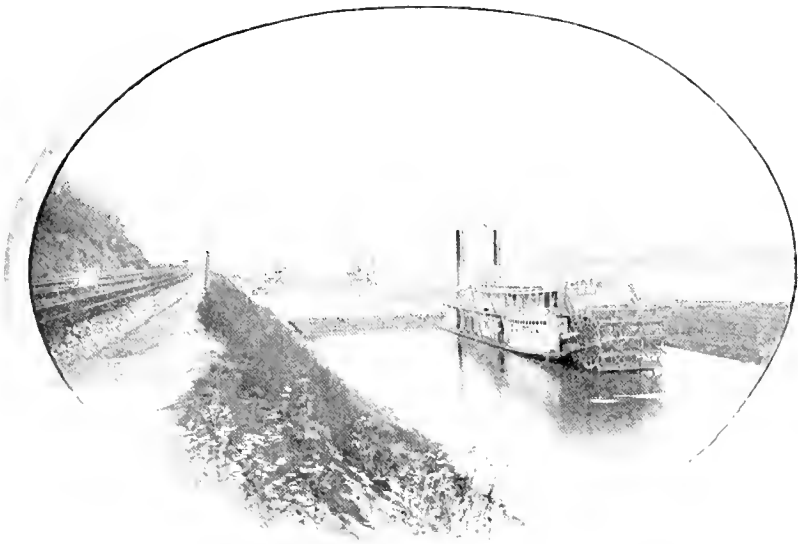
That Pittsburg is a reading community is proven from the statistics. It supports seventy-one daily, weekly, fortnightly and monthly newspapers, which include six morning dailies and four evening dailies.

While statistics are rather dry as an ordinary thing, yet some idea of the principal industries of Pittsburg is given in the following figures: It practically

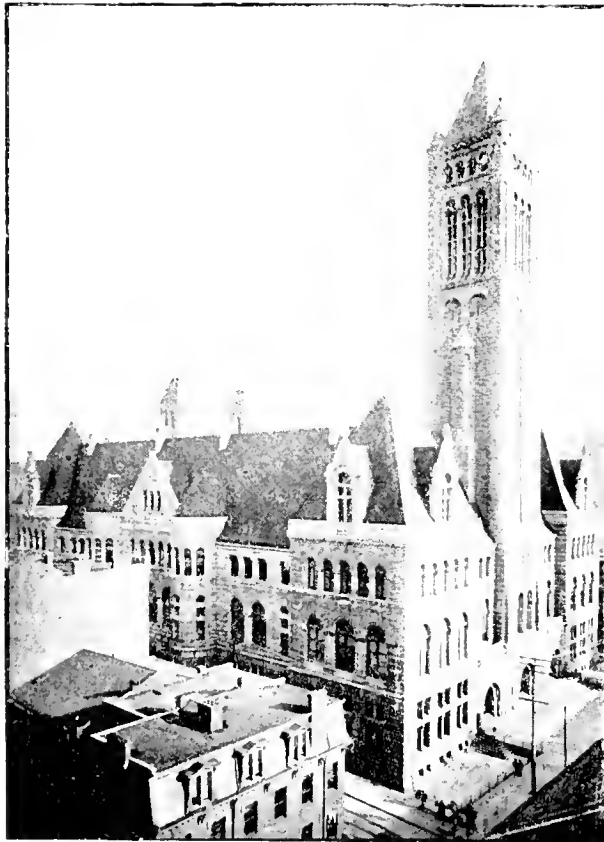


EAST END RESIDENCE

PITTSBURG.



A COAL FLEET



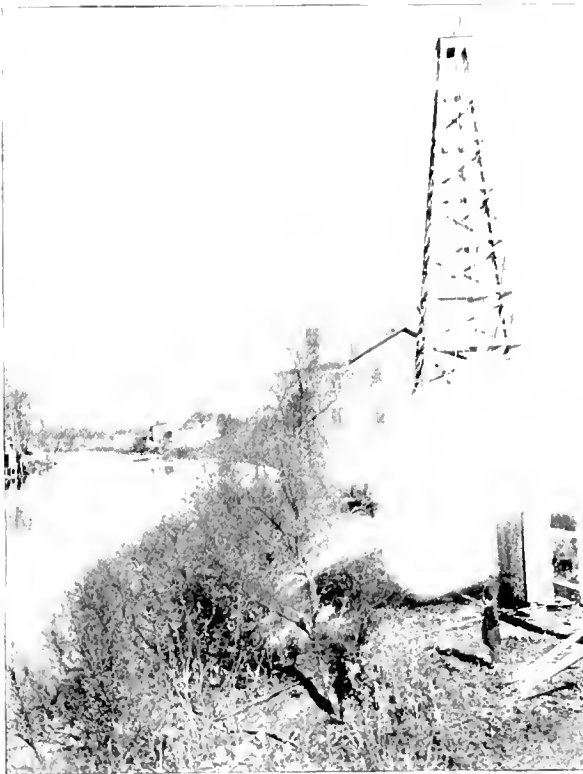
COURT HOUSE

controls the Connellsville Coke regions, and the annual output of this important article is estimated at 6,300,691 tons, which is estimated to be worth \$11,971,232. The region covers a total area of 87,786 acres which are devoted to the manufactory of coke, and out of this immense number there are 75,864 acres which are yet untouched by the miner's pick.

A few figures as to oil: The oil fields in the neighborhood of Pitts-

of steel, 1,188,727 tons of rails, bars, bolts, rods, etc., and 248,369 tons of sheets and plates. With these figures in front of us, Pittsburg alone would be a mighty important factor in supplying the Government with armor for vessels; and in fact everything else in iron or steel we might need in case of a long-drawn out war with Spain.

To Pittsburg is due the credit of placing natural gas into harness. For years before its use as a general fuel, it



AN OIL WELL.

burg in the past four years produced 67,905,478 barrels of highest grade. That means a value of \$40,742,286. The amount produced was three-fifths of the entire output of the United States.

There are twenty-seven blast furnaces and sixty-three rolling mills and steel plants, and the appearance of these mills at night has often been referred to as the "Jaws of Hell." These mills in 1891 produced 1,775,257 tons of pig iron, 55,722 tons crucible steel ingots, 1,550,252 tons of all other kinds

was allowed to waste itself in the atmosphere in incalculable quantities.

The best views of the city are obtained from Mount Washington, Herring Hill Park, Grand View Park and Mount Bigelow Highland Park, which are easily reached by the splendid street car service.

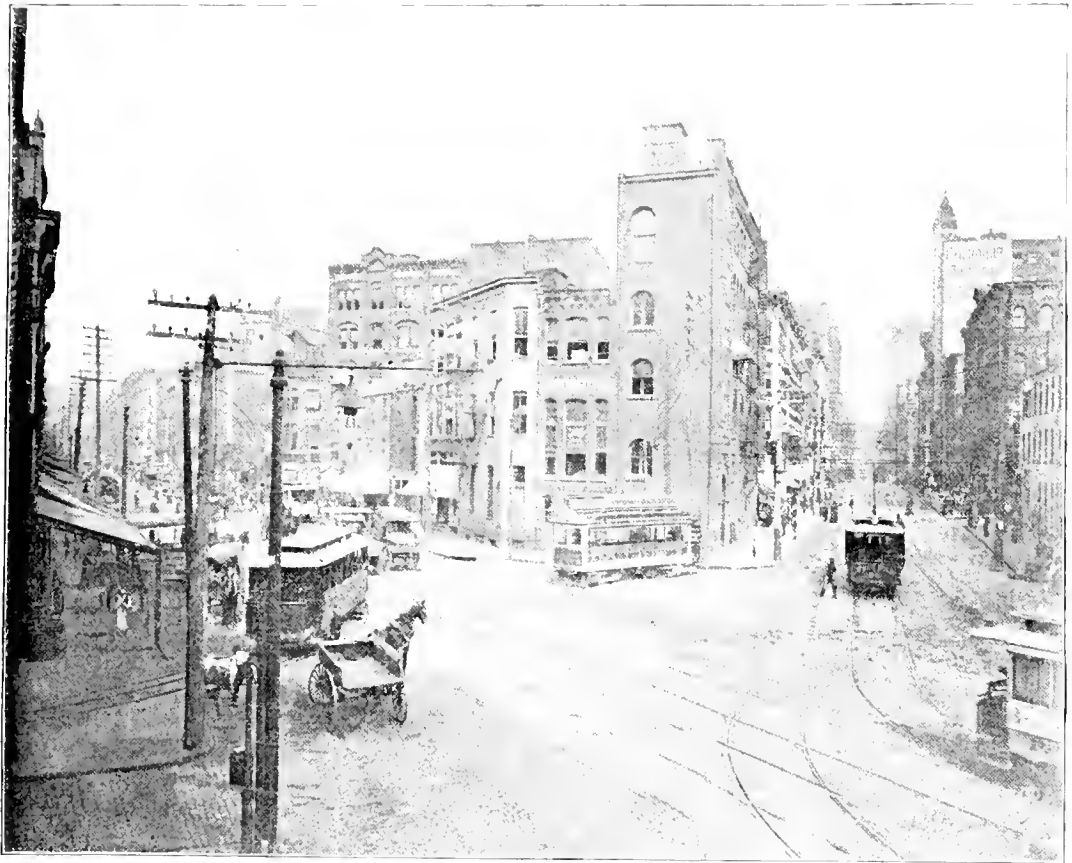
A few historical facts add to the interest of this busy town. It claims to be the only city founded by George Washington, who established a settlement there in 1753, which was captured by the French in the French and Indian war

and called "Fort Duquesne." It was then re-captured by the British and named "Fort Pitt", after the distinguished statesman of the times. The name eventually evolved into Pittsburgh.

Concluding, a word as to the railway interests of the cities. It is the greatest railway shipping point in the world, which is proven from the figures of the National Association of Car Service Managers in 1895, in which year 1,504,136 car loads of freight were received or shipped, and these figures do not include the tremendous river

tonnage, which in the same year was 39,784,723 tons.

The Baltimore & Ohio Railroad interests alone are tremendous. It is the midway station of its great eastern and western terminals. To the east, the line extends to Washington, Baltimore, Philadelphia and New York, to the west the line extends direct to Chicago, while still another line extends to Columbus, Cincinnati, Louisville and St. Louis. This one railroad alone affords excellent shipping facilities to every important city in the United States, from Pittsburgh



BUSY FIFTH AVENUE

COMPARATIVE STRENGTH OF THE UNITED STATES AND SPANISH NAVIES.

UNITED STATES NAVY.

BATTLE SHIPS—1st Class.

Speed—Guns.		Speed—Guns.	
INDIANA, U. S.	15.5—36	MASSACHUSETTS, U. S.	16.2—36
IOWA, U. S.	16.1—36	OREGON,	16.7—36

BATTLE SHIPS—2d Class.

Speed—Guns.		Speed—Guns.	
TEXAS, U. S.	17—30		
MAINE, destroyed by mine in Havana Harbor February 15, 1898.			

RAM

KATAHDIN, U. S.	17—34
-----------------	-------

ARMORED CRUISERS.

BROOKLYN, U. S.	21.9—40
NEW YORK, U. S.	21—34

UNARMORED CRUISERS over 2000 Tons.

Speed—Guns.		Speed—Guns.	
OLYMPIA, U. S.	21.6—38		
BALTIMORE, U. S.	20.9—24		
BOSTON, U. S.	15.6—20		
RALEIGH, U. S.	19—25		
CINCINNATI, U. S.	19—25		
DETROIT, U. S.	18.7—19		
MONTGOMERY, U. S.	19.6—19		
MARBLEHEAD, U. S.	18.4—19		
NEW ORLEANS, U. S.	19—25		
MINNAPOLIS, U. S.	23.7—31		
COLUMBIA, U. S.	22.8—31		
SAN FRANCISCO,	19.5—29		
ATLANTA, U. S.	15.6—20		
CHARLESTON,	18.2—22		
CHICAGO,	15.10—30		
NEWARK,	19—29		
PHILADELPHIA,	19.6—29		
MAYFLOWER,	13—18		
TOPIKA,	19—25		

COAST DEFENSE VESSELS.

Speed—Guns.		Speed—Guns.	
TERROR, U. S.	12—12	MYANTONOMAH,	10.5—10
PURITAN, U. S.	12.4—22	MONTHERY,	13.6—16
AMPHITERIT, U. S.	12—12	MONADNOCK,	11.5—15

GUNBOATS.

Average speed 15 knots per hour.

PETREL, U. S.	BENNINGTON, ANNAPOLIS,
CONCORD, U. S.	YORKTOWN, PRINCETON,
HITENA, U. S.	NEWPORT, BANGOR,
NASHVILLE, U. S.	WHITING, VICKSBURG,
AFSAH, U. S.	CASINI, MARITIMA,
WILMINGTON, U. S.	MACHIAS, DOLPHIN,
SUWANEE, U. S.	ALAN, COMANCHI,
CATSKILL,	CONODUS, THIGH,
ALABAMA,	MANHATTAN,

23 Torpedo Boats 22 to 32 knots

Flagship, U. S., North Atlantic Squadron, U. S., Atlantic Squadron, U. S., Rear Admiral Dewey's command at Manila, U. S., Coast-Scouting Vessel.

Fighting vessels in commission May 1st. This list does not include some of the recent purchases or unfinished vessels.

SPANISH NAVY.

BATTLE SHIP—1st Class.

Speed—Guns.	
PIRAYO	20—35

BATTLE SHIP—2d Class.

VIZCAYA	20—28
ALMIRANTE OQUENDO	20—30
INFANTA MARIA TERESA	20—30
PRINCESS DES ASTURIAS	20—31
CARDENAL CISNEROS	26—34
CATALUNA	20—34

ARMORED CRUISERS.

EMPERADOR CARLOS V	20—29
CRISTOBAL COLON	20—40
CASTILLA, P. S.	20—26

UNARMORED CRUISERS over 2000 Tons.

Speed—Guns.	
REINA CRISTINA, P. S.	17.5—21
DON ANTONIO DE ULLOA, P. S.	14—10
DON JUAN DE AUSTRIA, P. S.	11—10
ISLA DE CUBA, P. S.	16—12
ISLA DE LEON, P. S.	16—12
VELASCO, P. S.	14—7
QUEROS, P. S.	14—8
MARQUES DEL ONERO, P. S.	14—8
ALFONSO XIII	20—25
LEPANTO	20—25
ALFONSO XII	17.5—24
REINA MARIEDES	17.5—24
CONDE D'AVENABRO	14—10
INFANTA ISABEL	14—14
ISABEL II	14—14
MARQUES DE LA JENSENADA	15—15

COAST DEFENSE VESSELS.

Speed—Guns.	
NUMANCIA	8—24
VICTORIA	11—29

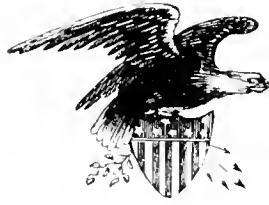
GUNBOATS.

Average speed 13.5 knots per hour.

EL CANO, P. S.	RAY DE AHIABROSS,
GENERAL LIZO, P. S.	SAMAR,
PIZARRO,	MINDORS,
VASCO NUNZ DE BALBOA, ARAYU,	
MARQUES DE LA VICTORIA, SEITE,	
GERALDA,	MANHENO,

32 Torpedo Boats 22 to 32 knots

Flagship, U. S., Atlantic Squadron, P. S., Pacific Squadron, D., Destroyed by Commodore Dewey at Manila.



A SOUTHERN VOLUNTEER

ATLANTA CONSTITUTION

YES, sir, I fought with Stonewall,
And faced the fight with Lee;
But if this here Union goes to war,
Make one more gun for me'
I didn't shrink from Sherman,
As he galloped to the sea,
But if this here Union goes to war,
Make one more gun for me'

I was with 'em at Manassas—
The bully Boys in Gray;
I heard the thunderers roarin'
Round Stonewall Jackson's way;
And many a time this sword of mine
Has blazed the way for Lee;
But if this Nation goes to war,
Make one more sword for me'

I'm not so full o' fightin',
Nor half so full o' fun,
As I was back in the sixties
When I shouldered my old gun.
It may be that my hair is white—
Sich things, you know, must be,
But if this old Union's in for war,
Make one more gun for me'

I hain't forgot my raisin'—
Nor how, in sixty-two,
Or thereabouts, with battle shouts,
I charged the Boys in Blue;
And I say: I fought with Stonewall,
And blazed the way for Lee,
But if this old Union's in for war,
Make one more gun for me'

HIS NORTHERN BROTHER

MINNEAPOLIS JOURNAL

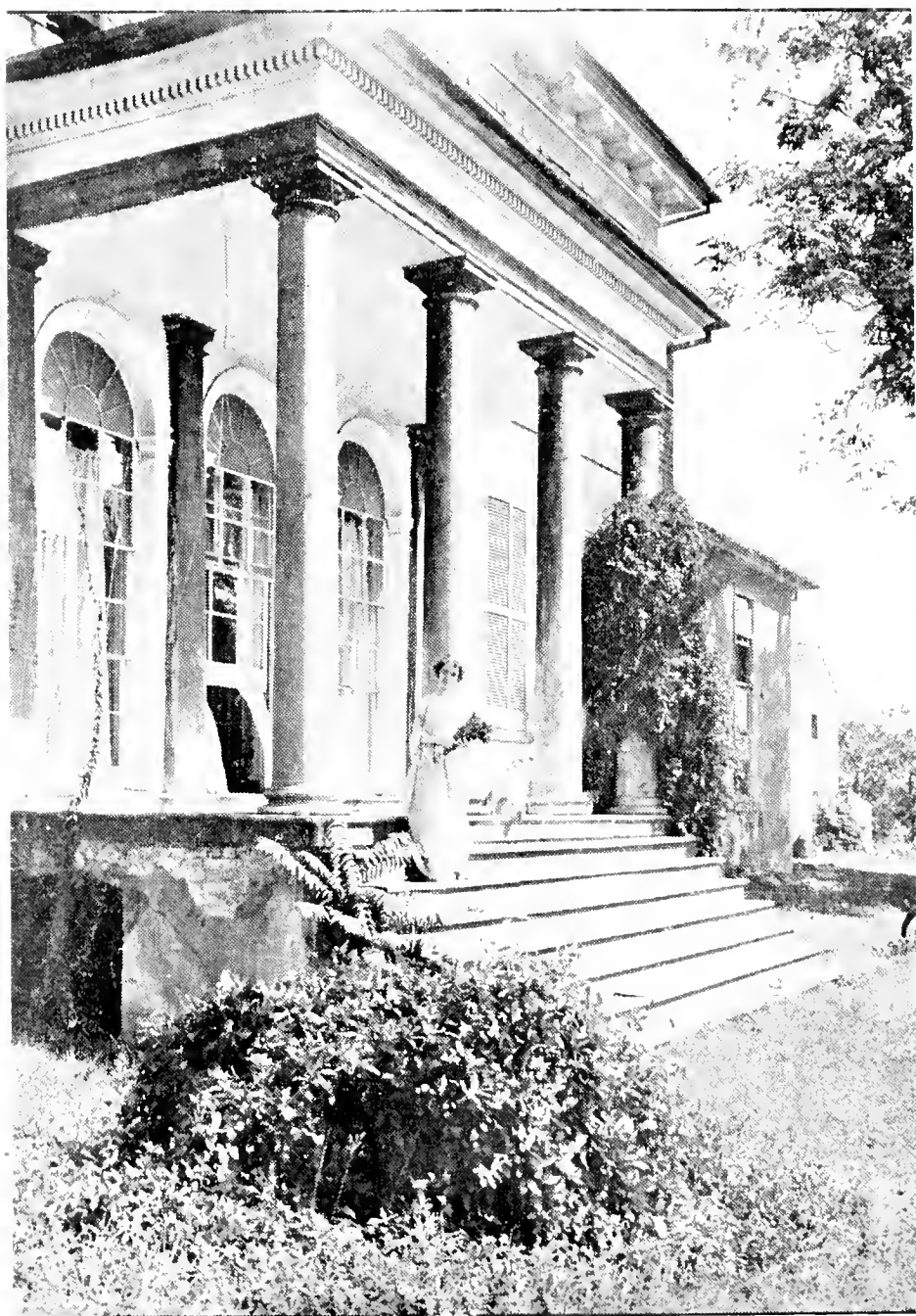
JUST make it two old fellow,
I want to stand once more
Beneath the old flag with you
As in the days of yore.
Our fathers stood together
And fought on land and sea
The battles fierce that made us
A Nation of the free.

I whipped you down at Vicksburg,
You licked me at Bull Run.
On many a field we struggled,
When neither victory won
You wore the gray of Southland,
I wore the Northern blue.
Like men we did our duty
When screaming bullets flew.

Four years we fought like devils,
But when the war was done
Your hand met mine in friendly clasp.
Our two hearts beat as one
And now when danger threatens,
No North, no South, we know.
Once more we stand together
To fight the common foe.

My head, like yours is frosty—
Old age is creeping on;
Life's sun is lower sinking,
My day will soon be gone.
But if our country's honor
Needs once again her son,
I'm ready, too, old fellow
So get another gun.





THE OLD CALVERT MANSION, RIVERDALE, MD., NEAR WASHINGTON. (SEE PAGE 11)

HALF-TONES IN NEWSPAPER WORK.

BY WILLIAM ELLIOTT TOWNS

THE art of illustration in newspapers makes rapid strides from year to year.

The first pictures used were crudely engraved wood cuts, which were set up with the type matter and printed direct from the wood. This method was discontinued many years ago, having served its time, when the new method of printing from stereotyped rollers came in vogue.

of the plaster of Paris and preparing the plates has everything to do with perfect results. When this coating of chalk has been placed on the plate, it is left to dry and harden thoroughly. The plates are then kept in a dry place that the chalk may become brittle. When an illustration is desired, the artist uses a sharp pointed stylus in drawing the picture in the chalk, cutting through the coating to the steel plate. The



ALONG THE SHENANDOAH NEAR HARPER'S FERRY

As the wood engraving required much time in preparation, it was superseded by the chalk plate, and this method is still pursued, especially where immediate results are desired. The making of a chalk plate illustration is interesting. The artist has prepared beforehand and ready for use, a number of thin steel plates, whose surfaces are perfectly smooth and highly polished. These plates are covered with a thin coating of plaster of Paris to the depth of about 1-32 of an inch. The mixing

drawing finished, the plate is then used as a matrix in the usual method of stereotyping, wherein the molten lead is poured over the matrix, making a type in which the bas relief of the picture is formed. The process of stereotyping is very quick, requiring only from five to seven minutes to complete a type ready for use.

There are many records of swift work done in this manner. In one instance, an illustrating artist for a newspaper was given a subject for illustration and

the picture was drawn, stereotyped, put into the newspaper forms and run in the regular edition of the paper in less than thirty minutes.

Another method which has greatly superseded chalk plates is the zinc etching. The artist draws the illustration in black India ink on white paper. A photographic negative is made of the picture and transmitted to a zinc plate prepared to receive the impression. The impression on the zinc is then covered with a prepared ink which

cut always shows the best results. Where the lines in a cut are close together, the chances are that the ink will fill the meshes and blur the prints. But even this detriment is fast being overcome. The splendid new machinery in newspaper presses, the good quality of paper used by the better class of daily papers, makes it possible to include "half tones" in their daily runs.

The "half-tone" is the most modern method and in fact the most perfect method yet discovered for giving abso-



OLD STREET IN HARPER'S FERRY

adheres to the picture, leaving the balance of the plate clean, and the plate is then submitted to a nitric acid bath, until the zinc has been eaten away to the depth of 1-32 of an inch, leaving the protected picture in relief. This process is used principally in line drawings.

All illustrations are commonly referred to as "cuts," the word naturally originating with the engraver.

It may be explained that daily newspaper presses are run at a very high rate of speed and consequently an open

lutely correct pictures. The half-tone is an exact reproduction of a photograph. By means of it, any detail may be reproduced. The process of making them has become a business in itself, although every well directed daily newspaper now has a complete photographing outfit and engraving department prepared to make its own half-tones. The engraver employed in charge of this department is selected on account of his versatility in this profession, as he may be called upon to make any kind of illus-

tration. For instance, a photograph is handed him for reproduction by half-tone. He proceeds at once to make a photographic negative the exact size he desires the half-tone to be. In making this negative he uses a screen between the camera lens and the wet plate, in order to give a broken surface to the half-tone, thus making it possible to obtain definite impressions from it. The "screen" is a sheet of glass on which lines are cut at equal distances apart, at right angles, making a succession

much the same manner as the zinc plate.

The illustrations accompanying this article are half tones made with an eighty line screen, and it will be noticed that they have a coarser appearance than some of the very beautiful half-tones which appear from time to time in the "Book of the Royal Blue." The majority of persons who do not understand the making of half-tones would naturally say these pictures are inferior, but had they been made with a one hundred and fifty line screen they would have

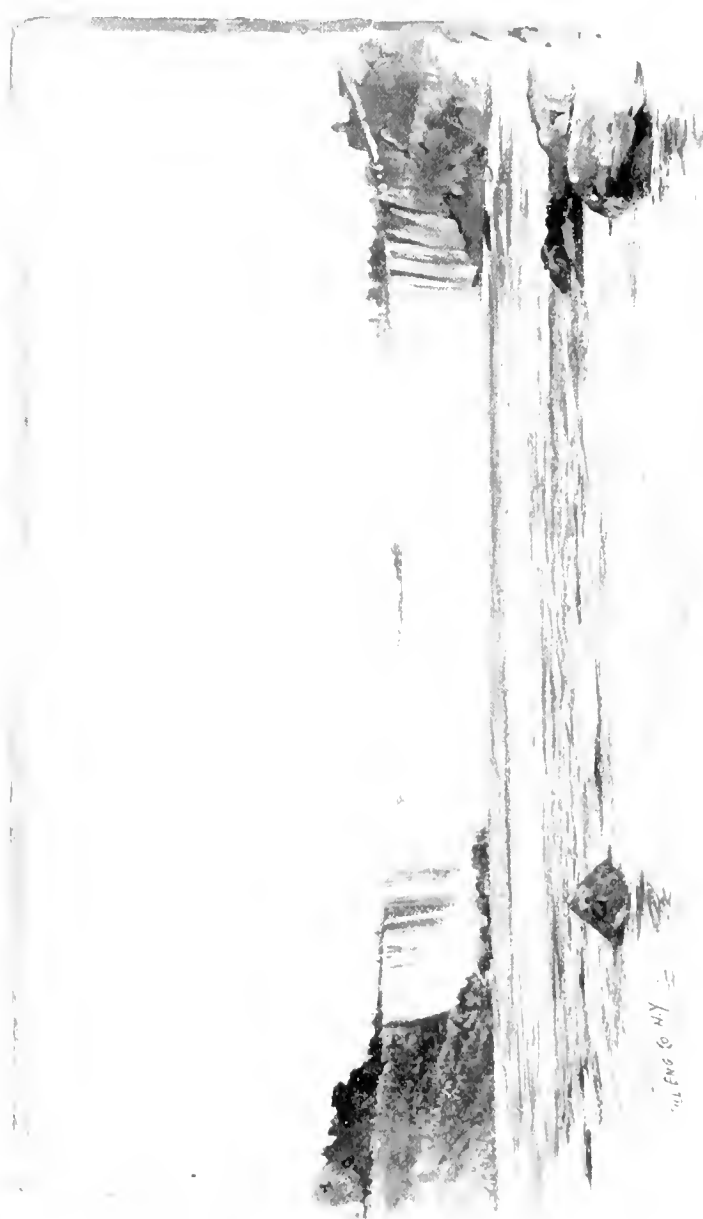


LOOKING DOWN THE POTOMAC FROM LOUDEN HEIGHTS, HARPER'S FERRY

of squares. These squares appear in the new negative. If the half-tone is for the ordinary newspaper the engraver uses a screen consisting of eighty to one hundred lines to the inch. If the half-tone is for fine work a screen of one hundred and thirty-three to one hundred and seventy-five lines to the inch is used. The new negative is then used to make an impression on a highly finished copper plate, whose surface is prepared to receive a photographic impression. After the impression has been transmitted, the plate is etched after

shown more detail and have been much handsomer in appearance because the paper on which this book is printed is enameled and very heavy. These cuts were especially prepared for an Art Supplement of a syndicate of newspapers and used on rapid presses. Had they been made with a finer screen instead of the coarser one, the impressions would have become blurred and almost indistinguishable.

The views given are scenes at and near Harper's Ferry, W. Va., and Washington on the line of the Baltimore & Ohio Railroad.



THE BOSESIDE OF CANADIAN FALLS FROM ALTONA PARK
The principal attraction at Buffalo for the Baptist Young People's Union Convention in July

1911 ENG & NY

NIAGARA FALLS.

BY FANNY HUNTLEY SIGOURNEY.

FLOW on forever, in thy glorious robe
Of terror and of beauty. Yes, flow on,
Unfathom'd and resistless.

God hath set
His rainbow on thy forehead, and the
cloud
Mantled around thy feet.

And He doth give
Thy voice of thunder power to speak of
Him
Eternally bidding the lip of man
Keep silence, and upon thy rocky altar
pour
Incense of awe-struck praise.

And who can dare
To lift the insect trump of earthly hope,
Or love, or sorrow, 'mid the peal sublime
Of thy tremendous hymn?
Even Ocean shrinks
Back from thy brotherhood, and his wild
waves

Retire abash'd,
(For he doth sometimes seem
To sleep like a spent laborer, and recall
His wearied billows from their vexing
play.

And lull them to a cradle calm; but thou,
With everlasting, undecaying tide,
Dost rest not night or day.)

The morning stars,
When first they sang o'er young crea-
tion's birth,
Heard thy deep anthem, and those
wrecking fires
That wait the archangel's signal to dis-
solve

The solid earth, shall find Jehovah's
name

Graven, as with a thousand diamond
spears,

On thine unfathom'd page.

Each leafy bough
That lifts itself within thy proud domain
Doth gather greenness from thy living
spray.

And tremble at the baptism.

Lo' yon birds
Do venture boldly near, bathing their
wing

Amid thy foam and mist

'Tis meet for them
To touch thy garment's hem, or lightly
stir

The snowy leaflets of thy vapor wreath.
Who sport unharmed upon the fleecy
cloud,

And listen at the echoing gate of Heaven
Without reproof. But as for us, it seems
Scarce lawful with our broken tones to
speak

Familiarly of thee

Methinks to tint

Thy glorious features with our pencil's
point.

Or woo thee to the tablet of a song,

Were profanation

Thou dost make the soul

A wandering witness of thy majesty.

And while it rushes with delirious joy

To tread thy vestibule, dost chain its
step,

And check its rapture with the humbling
view

Of its own nothingness, bidding it stand
In the dread presence of the Invisible,
As if to answer to its God through thee.

THE "STAR SPANGLED BANNER" AND FORT McHENRY.

BY FRANK H. KELLEY.

IN Mount Olivet Cemetery, at Frederick City, Md., on the Baltimore & Ohio Railroad, near the place of his birth and within view of the Catoctin Mountain, lies buried in a lowly grave Francis Scott Key, the author of the grandest hymn sung in the hearts and throats of a Nation envied by the whole world.

It was written in just such a time as this, when the Nation was at battle with a foreign foe and the love for the "Stars and Stripes" inspired patriotic music in the souls of men.

Associated with the song is the bombardment of Fort McHenry, Baltimore, by the British, on September 10, 1814, and the song and fort are handed down in history together.

The circumstances under which the "Star Spangled Banner" was written is forever interesting. Francis Scott Key was the son of John Ross Key, a Revolutionary officer, and was born near Double Pipe Creek, Frederick County, Maryland, on August 9, 1780. He was educated at Annapolis, where he studied law and afterwards practiced at Frederick City, Md. (where he was admitted to the bar) until 1801, when he removed to the District of Columbia. There he served as District Attorney under General Andrew Jackson. It has not been definitely recorded by his historians whether he lived in Baltimore at the time of the bombardment of the city, but the records show that he, accompanied by one John S. Skinner, had been commissioned to visit the cartel-ship "Minden" of the British Fleet to obtain the release of several prisoners, among them Dr. Beanes, of Upper Marlboro, Md., who had been arrested and taken prisoner to the fleet for his sympathies with the American cause. Key interceded in his behalf and was successful in obtaining the release of the prisoners. When about to take leave they were informed that they would be detained until the attack on Baltimore was over. They were transferred to the frigate "Surprise," taken up the Patuxent and sent on board their own vessel, being permitted to take Dr. Beanes with them, but all were kept under guard to prevent them from landing and giving any information in regard to the British Fleet. There they remained during the

night of September 13th, when the battle between the ships and fort was at its height. The anxiety of the prisoners was intense, as they strained their eyes for glimpses of the starry banner which occasionally appeared through the flashes of fire from the bursting shells and the batteries of the fort. The bombardment ceased sometime before daylight and as the prisoners had no communication with the enemies' ships they did not know whether the fort had surrendered or the attack upon it had been abandoned. It was during this season of intense anxiety that Key, who was a man of great emotional temperament, conceived the song which has made him immortal. Impatiently he paced the deck and watched for the dawn, when in the dim light of the September morn, he caught the first glimpse of the flag, for which he had so anxiously waited. Withdrawing a letter from his pocket, he penciled upon the back of it the opening lines of the poem and some few memoranda of his thoughts. He completed the poem in the small boat which conveyed him to shore. The next morning he showed the verses to Judge Nicholson, who was greatly pleased with them, and who took them at once to the office of "The Baltimore American."

The following is a photographic reproduction of the poem as it appeared in that paper:

DEFENCE

" FORT McHENRY.

The ~~unrecorded~~ song was composed under the following circumstances.—A gentleman had left Baltimore, in a flag of truce for the purpose of getting released from the British Fleet a friend of his who had been captured at Marlborough.—He went as far as the mouth of the Patuxent, and was not permitted to return lest the intended attack on Baltimore should be disclosed. He was therefore brought up the Bay to the mouth of the Patuxent, where the flag vessel was kept under the guns of a frigate, and he was compelled to witness the bombardment of Fort McHenry, which the Admiral had boasted that he would carry in a few hours, and that the city must fall. He watched the flag at the fort through the whole day with an anxiety that can be better felt than described, until the night prevented him from seeing it. In the night he watched the Bomb Shells, and at early dawn his eye was again greeted by the proudly waving flag of his country.

Tune—ANACREON IN HEAVEN

O! say can you see by the dawn's early light,
What so proudly we hail'd at the twilight's
last gleaming,
Whose broad stripes and bright stars through
the perilous fight,
O'er the ramparts we watch'd, were so gal-
lantly streaming?
And the Rocket's red glare, the Bombs burst-
ing in air,
Gave proof through the night, that our Flag
was still there,

O! say does that star-spangled Banner yet
wave,
O'er the Land of the free, and the home of
the brave?

On the shore dimly seen through the mists of
the deep,
Where the foe's haughty host in dread at-
tence repose,
What is that which the breeze, o'er the tow-
ering steep,
As it fitfully blows, half conceals, half dis-
closes?

Now it catches the gleam of the morning's
first beam,
In full glory reflected now shines in the stream.
'Tis the star-spangled banner, O! long may
it wave
O'er the land of the free and the home of
the brave

And where is that band who so vauntingly
swore
That the havoc of war and the battle's con-
fusion,

A home and a country, should leave us no more?
Their blood has wash'd out their foul foot-
steps pollution

No refuge could save the hireling and slave,
From the terror of flight or the gloom of the
grave,

And the star-spangled banner in triumph
doth wave,

O'er the Land of the Free, and the Home
of the Brave

O! thus be it ever when freemen shall stand:
Between their lov'd homes, and the war's
desolation,

Blest with vict'ry and peace, may the Heav'n
renewed land,

Praise the Power that hath made and pre-
serv'd us a nation!

Then conquer we must, when our cause it is
just,

And this be our motto—'In God is our Trust'
And the star-spangled Banner in triumph

shall wave,

O'er the Land of the Free, and the Home
of the Brave

The "Star Spangled Banner" was set to music to the tune of "Anacreon in Heaven" by Ferdinand Durang, an actor, and it was first sung by his brother, Charles, in a tavern adjoining the Holliday Street Theatre in Baltimore. He next sang it from the stage of the theatre, where it immediately took the popular fancy, and attained a National reputation.

The old flag which floated from Fort McHenry during the bombardment, is in possession of Mrs. Georgianna Armistead Appleton of Boston, the daughter

had often expressed the wish "let me rest 'neath the shadow of the everlasting hills" his friends removed his remains to his native soil in September, 1866.

The corner stone of the new monument will be laid on June 14, 1898, which is the 121st birthday of the "Stars and Stripes." The unveiling of the monument will take place on August 9, 1898, at Mount Olivet Cemetery, at Frederick, Md. It will be an occasion of great moment in the history of the United States, as well as of Maryland.

In connection with this most inter-



KEY'S GRAVE AT FREDERICK, MD.

of Colonel Armistead, who commanded the fort at the time of the bombardment. It is interesting to recall the fact that this flag had fifteen stars and fifteen bars, eight red and seven white, representing the fifteen states in the Union at that time.

To the memory of Francis Scott Key, the Key Monument Association of Frederick City, Md., was incorporated in 1895 to receive contributions towards the erection of a suitable shaft to mark the tomb of the immortal patriot and poet, who died in Baltimore, January 11, 1843. He was buried in Greenmount Cemetery of that city, but as he

esting history of our National song will be a sketch of Fort McHenry:

The original fortifications were begun in 1776 and remained until 1793 under the exclusive control of the State of Maryland, but in consequence of the apprehension entertained at the time of another conflict with Great Britain they were put at the disposal of the Federal Government by the Maryland Legislature. In 1799 a popular subscription was taken up in the City of Baltimore and with money thus raised and a \$20,000 appropriation by the Government, a fort of brick was erected and consequently called Fort McHenry in honor

of James McHenry, who was first Secretary of War under President Washington

The little peninsula on which the fort stands is at the entrance to the harbor of Baltimore, in the southeastern part of the city, with the waters of the beautiful Patapsco washing its shores to the north, east and south, with the city to the west. On the same peninsula, not more than a quarter of a mile to the west, are the great elevators, terminals and ocean docks of the Baltimore & Ohio Railroad. These are the greatest railway ocean terminals in the world. There are miles upon miles of railway track which have many times been filled solid with carloads of grain for export to the European countries. From the elevator docks of the Baltimore & Ohio Railroad, vessels of per-

haps every Nation on the globe are loaded with cargoes of various articles of export.

Between the Baltimore & Ohio Railroad interests and the fort is the Columbian Iron Works, where many of our present war vessels of lighter tonnage have been constructed, among them is the gunboat Petrel, the cruisers Detroit and Montgomery, submarine boat Plunger and torpedo boats Porter, McKee, Winslow and Foote, from which many revelations in modern warfare is expected.

Fort McHenry to-day is a recruiting station for the United States Army and is the scene of much activity. It has been equipped with a modern battery, and while, perhaps, it may never again see occasion to be used as a means of defense, it is ready to hold its own in defense of the flag that made it famous.

AN ENGINEER'S EPITAPH.

BY W. N. MITCHELL.

THE following quaint epitaph appears on a tombstone in a Richmond, Va., cemetery concerning a certain railroad engineer by the name of James Valentine, who was killed in a collision on December 20, 1874. Besides the

verses there is carved on the monument a very pretty engine bearing the initials, "N. O. St. L. & O. R. R."

The identity of this road is now lost as far as the official records show

Until the brakes are turned on time,
Lifes throttle valve shut down;
He wakes to pilot in the crew,
That wear the Martyrs crown.

On schedule time on upper grade,
Along the homeward section,
He lands his train at God's round-house,
The morn of resurrection.

His time all full, no wages docked,
His name on God's pay roll,
And transportation through to Heaven
A free pass for his soul.

BEAUTIFUL ARLINGTON.

BY THOMAS CAIVER.

LOW softly, Potomac; touch gently the Banks
Where heroes are mustered in motionless ranks;
Caressing the shore of their resting place, sweep
With wavelets unbroken and still as their sleep.
Come silent, ye breezes that gather perfume
From hillsides and dells that bright blossoms illumine.
To shed on the couches of brave boys asleep,
And sweetens the dews that the wood spirits weep.

Hush! all: for we hearken for footfalls to-day.
Of spirits in ranks and in martial array—
The cadence of tread of invisible feet
Here marching their comrades yet living to meet,
List! all: for their steps in our hearts we may feel.
The sense of their presence may over us steal,
Although to our ears may be wafted no sound
Of step or of voice as they gather around.

The courage that lived through the anguish of death,
Devotion exhaled on their last flitting breath,
The love of their country that caused them their lives
And bitterest tears for their mothers and wives,
Shall quicken our souls if we meet them aright,
With them touching elbows as oft in the fight—
Their valor this realm of their resting pervades
And hallows each nook of these loveliest glades.

So, silent we wait, that our spirits may blend
With theirs in the love that endures to the end:
The fervor of zeal for our beautiful land
That leads to the fray at her honor's demand.
The loyalty deeming no sacrifice dear
That guards her and saves her when foemen appear.
The fortitude full of the conquering might
That forwards her flag through the furious flight.

Most fitting it is that the sod of this place
Should cover their dust with its beauty and grace:
That here the primeval and towering trees
Should cull for our brave ones the sweets of the breeze.
The grand dome above of the beautiful blue
And clouds opalescent with every hue
Are over no spot on this green flowery earth
Where beauty and sweetness more perfect have birth.

The beauty of manly, courageous youth,
With countenance speaking of virtue and truth:
The sweetness of national love above all
The passions and loves that the young heart enthrall.
Are fitly enshrined in dear Arlington's bowers
Her beauty of verdure and sweetness of flowers:
And tears that were shed when these gallant boys fell
Should freshen forever the spot where they dwell.

The eloquent tomb of the heroes unknown
Its story enduring and plain as its stone,
To each of us grandly though silently tells,
And each one to learning its lesson impels.
It is not for honor, nor glory, nor fame,
Nor even remembrance in stone-graven name
That heroes arise at the nation's command
And lay down their all for the dear native land

Oh, beautiful Arlington, national shrine,
How sad are the thoughts that around you entwine
The lap where the nation her darling ones holds
And guarding their rest to her bosom enfolds,
For many have suffered that here you might reap
Your harvest of brave ones now fallen asleep.
But far from these confines of sorrow and sin
We shall understand why this anguish has been

And lessons yet further we have here to learn,
Are voiced by the sleepers through tombstone and urn
They tell us to see that their dear ones are fed
And cherish the living while mourning the dead
So true was their worth and their deeds so sublime
Their fame brighter grows in the friction of time
And shows in its glow, that shall ever increase,
A nation united in sweetest of peace.

* * *

This beautiful poem was written for Decoration Day, May 30, 1896, by Thomas Calver of Washington, D. C., and dedicated to the historic National cemetery at Arlington, a few miles out of Washington. It has never appeared in print, the original written copy is framed and hangs in the reception room of the historical summer home of General Robert E. Lee, at Arlington, which was seized by the government in 1861. The spacious grounds surrounding it were converted into a National cemetery and the remains of over 16,000 Union soldiers buried therein. Arlington is the most beautiful landscape near Washington and next to Mt. Vernon in National interest.

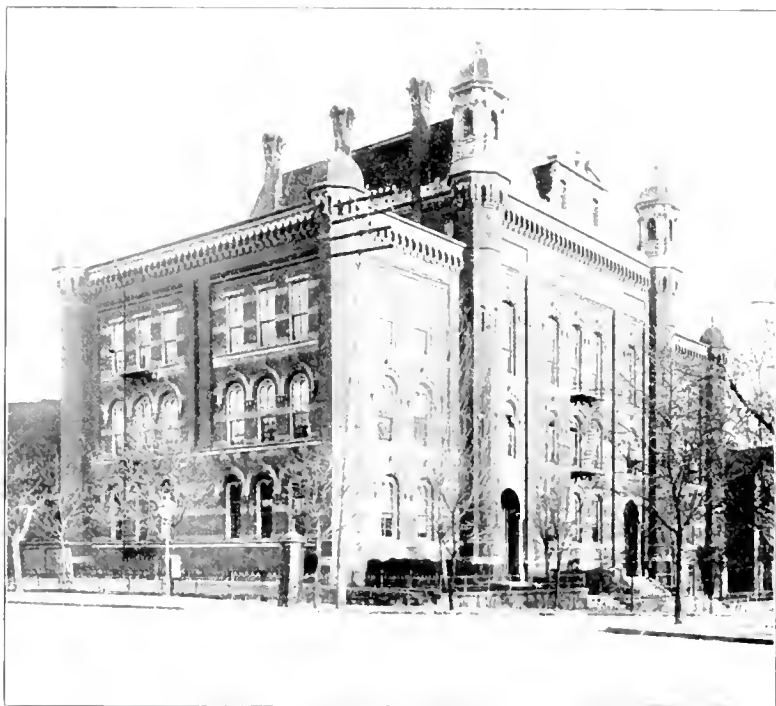
THE NATIONAL EDUCATIONAL ASSOCIATION MEETING AT WASHINGTON.

THE meeting of the National Educational Association at Washington in July promises to be one of the most largely attended assemblies in the history of this organization. This is readily understood from the fact that the place of meeting is one of such national importance at the present time.

The hotel and boarding houses of Washington at all times are crowded, and since the war with Spain the ho-

tel, N. E. A., is located in Franklin School building, corner 13th and K streets, Northwest. Mr. John Hitz is secretary of the local committee, and by addressing him full information as to accommodations can be obtained.

One of the interesting features of the Washington meeting this year will be a visit to the Volta Bureau, established for the increase and diffusion of knowledge relating to the deaf. This bureau



FRANKLIN SCHOOL BUILDING, CORNER 13TH AND K STREETS N. W., WASHINGTON, D. C.
HEADQUARTERS DEPARTMENT SIXTEEN N. E. A.

tels have been taxed to their utmost capacity in taking care of the vast crowds of people who visit the city. Those who contemplate a visit in July would do well to make their arrangements and secure their accommodations as early as possible. There is plenty of room in Washington for almost any number of people, as the city is blessed with hotels and private boarding houses, of which it has a larger number for its size than any city in the United States.

The headquarters of Department

has been named from an Italian philosopher, Allesandro Volta, who was born at Coma in 1745, and died in 1827. He was distinguished for his study of electrical phenomena.

During the reign of Emperor Napoleon I, the French government originated the plan of giving prize money to any discoverer or inventor whose work proved to be of exceptional value and interest. This prize, amounting to 50,000 francs (or a little less than \$10,000), was to be given only when some

invention or discovery was brought to the attention of the public, and it was to be known as the Volta prize in honor of the philosopher referred to. Its object is to encourage research and invention for the benefit of humanity. It has only been awarded three or four times since the custom was established.

In the year 1880 the prize was voted to Dr. Alexander Graham Bell, the inventor of the telephone, as an appropriate acknowledgment of the great value of his invention and electrical

illustration, is one worthy of a visit from every instructor or teacher in the land.

Another special feature of the N. E. A. meeting will be the delightful side trips from Washington. On July 9th to 16th side trips will be run to Baltimore, Gettysburg, Norfolk (Va.), Ocean City (Md.), Old Point Comfort (Va.), and to Harper's Ferry and points in the beautiful Shenandoah Valley, along the line of the Baltimore & Ohio Railroad.

A little pamphlet descriptive of the scenic and historic interests of the Baltimore & Ohio Railroad will be found in



VOLTA BUREAU, WASHINGTON, D. C.
FOR THE INCREASE AND DIFFUSION OF KNOWLEDGE RELATING TO THE DEAF

researches. Dr. Bell, being already in affluent circumstances, upon receiving the prize, set it aside to the benefit of the deaf in whose welfare he had for many years taken a great interest, and with it established the "Volta Fund," in the organization of the Volta Bureau, which collects all valuable information that can be obtained with reference to deaf mutes. The bureau contains almost everything pertaining to the education of the deaf.

The handsome and substantial office-building of the Volta Bureau, as shown in

observation cars. There are two of these pamphlets issued—one covers the line from Cincinnati to Washington en route from St. Louis, and the other from Pittsburgh to Washington en route from Chicago. The Baltimore & Ohio has two beautiful scenic routes through the Alleghenies, meeting at Cumberland, both of which are as distinctly beautiful as could possibly be imagined.

Any information that teachers may desire will be cheerfully furnished upon application to any official of the Baltimore & Ohio Railroad.

HUNTING AND FISHING RESORTS ON THE BALTIMORE & OHIO RAILROAD.

Nearest Railroad Station on B. & O. R. R.	SHOOTING		FISHING					Livery Charges, Per Day	H-4-1 Rates, Per Day	Character of Country
	Kind of Game	Open Season	Name of Stream	Best Month for Fishing	Kind of Fish	Best Months for Fishing	Guide's Fees, Per Day			
Aberdeen, Md.	Partridge, Jack, Red-heads, Teal and Marsh Ducks	Nov. 10 to April	Headpeake Bay and tribu- aries.	5	Striped Bass, Perch and Pike.	July to Sept.	\$10.00 incl. shoot- ing box.	\$1.50	\$1.00 to \$2.00	Open and wet.
Aiken, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to April	Susquehanna River and Flats.	5	Perch, Rock Bass, etc.	Aug. and Sept.	3.00	3.00	2.00	Open and wet.
Akron, O.	Ducks and Quail	Nov. 15, Dec. 15 to Jan. 15	Portage Lake	Close.	Bass and Perch					Open.
Axonville, O.	Ducks and Quail	Nov. 15, Dec. 15 to Jan. 15	Reservoir	Close.	Bass and Pike					Open.
Bellville, O.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to Jan.	Fish Creek	Close.	Bass and Small Fish	April to Sept.	3.00	3.00		Open, wooded, rocky and hilly.
Berkeley Springs, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, Beaver and Bear.	Sept. to Dec.	Licking River	Close.	Black Bass	April to Oct.	Moderate.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.
Boyd's, Md.	Rabbits, Squirrels, Part- idges, Pheasants and Robins.	Nov. and Dec.	Potomac	9	Trout and Carp	April and May			1.00	Open and wooded.
Bradshaw, Md.	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Feb.	Little Gunpowder	5	Goldfish only	May and June		2.00	Moderate.	Open, wooded, rocky, hilly, wet and dry.
Cairo, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to Dec.	North Fork, South Fork Hughes River.	6 to 12	Pike, Perch, Catfish, etc.	April to July		4.00	2.00	Open, wooded, rocky and hilly.
Cameron, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to Dec.	Fish Creek	6	Bass, Carp and Catfish	April and May		1.50 to 3.00	1.00	Open, wooded, rocky, wet, dry Wooded and open.
Cedar Creek, Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to Dec.	Cedar Creek	3	Black Bass and Suckers	September	Moderate.		1.00	Open, wooded, rocky, wet, dry Wooded and open.
Charlestown, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Nov. to Dec.	Shenandoah River	3	Black Bass, Catfish, Perch and Suckers.	July to Oct.	1.50		1.00	Open, wooded, rocky, wet, dry Wooded and open.
Chest Haven, Pa.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, Beaver and Bear.	Fall and Winter	Beaver Hole and Cheat River.	8 to 9	Perch, Salmon, Red Flus, Pike and Catfish.	March to Sept.		1.00	1.00 to 1.50	Open, wooded, rocky and hilly
Clarksburg, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, Beaver and Bear.	Oct. and Nov.	Elk Gauley, Kanawha	7 to 10	Bass and Trout	April and May		3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Claysville, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		1.00 to 2.00	1.50	Open, wooded, rocky and hilly
Columbia, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Corinth, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Coscuton, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Cumberland, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Danby, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Deer Park, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Dunbar, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Edinburg, Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Fairfield, Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Farmington, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Folsom, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Frederick Junction, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
French's, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Garret, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Glencoe, Pa.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Great Cacapon, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Hagerstown, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Hancock, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Hartford, Md.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly
Harper's Ferry, W. Va.	Partridge, Jack, Red-heads, Black-heads, Teal, etc.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.		2.00 to 3.00	1.50 to 2.00	Open, wooded, rocky and hilly

[illegible]

* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Avaley

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EX. SUN 5 HOUR	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	PM	NIGHT	AM
LV WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	8.00	12.01	9.00
LV BALTIMORE, CAMDEN STA.	7.55	8.50	10.50	12.57	2.15	3.49	6.00	9.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STA.	7.59	8.54	10.54	1.01	2.20	3.53	6.04	9.05	1.26	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	11.40	3.55	12.00
AR NEW YORK, LIBERTY ST.	12.35	1.20	3.00	5.35	7.00	8.10	10.40	3.20	6.52	2.20
AR NEW YORK, WHITEHALL TER.	12.40	1.25	3.05	5.40	7.05	8.15	10.45		6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY 5 HOUR	No. 535 EX. SUN 5 HOUR	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TER.		7.55	10.00	11.30	1.00	1.45	3.30	4.55	5.55	12.15
LV NEW YORK, LIBERTY ST. ...	4.30	8.00	10.00	11.30	1.00	1.45	3.30	5.00	6.00	12.15
LV PHILADELPHIA	8.00	10.26	12.20	1.37	3.07	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT. ROYAL STA.	10.04	12.41	2.26	3.36	5.06	6.42	7.49	9.32	10.41	6.04
AR BALTIMORE, CAMDEN STA.	10.08	12.45	2.30	3.40	5.10	6.46	7.53	9.36	10.45	6.12
AR WASHINGTON	11.00	1.40	3.30	4.30	6.00	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL	10.00 AM	1.45 PM	3.30 PM	5.55 PM	4.55 PM		12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	1.45 PM	3.30 PM	6.00 PM	5.00 PM	4.30 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	7.30 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION	2.20 PM	6.42 PM	7.49 PM	10.41 PM	9.32 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.30 PM	10.55 PM	9.40 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	10.45 PM	11.05 AM	11.25 AM
AR PITTSBURG			6.35 AM			8.00 PM	
AR WHEELING		8.20 AM					
AR COLUMBUS		11.35 AM		2.55 PM			
AR TOLEDO				6.35 PM			
AR CHICAGO		9.00 PM				10.00 AM	12.00 NY
AR CINCINNATI	8.00 AM			5.20 PM			2.50 AM
AR INDIANAPOLIS	11.45 AM			10.35 PM			6.50 AM
AR LOUISVILLE	12.22 PM			9.15 PM			7.10 AM
AR ST. LOUIS	6.40 PM			7.36 PM			12.40 PM
AR ROANOKE					7.20 AM		
AR KNOXVILLE					3.45 PM		
AR CHATTANOOGA					7.20 PM		
AR MEMPHIS				8.18 AM	7.40 AM		8.20 PM
AR NEW ORLEANS				7.45 PM	10.30 AM		8.30 AM

Through Pullman Sleepers to all points. NOTE On Sundays leave New York at 1.45 p. m., Philadelphia 4.20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO	8.30 AM	2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV TOLEDO	4.55 PM						
LV COLUMBUS	8.55 PM			6.00 PM			
LV WHEELING				12.25 AM			
LV PITTSBURG			8.05 AM		9.00 PM		12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM					
LV LOUISVILLE	2.10 PM	8.05 AM					
LV INDIANAPOLIS	2.45 PM	8.05 AM					
LV CINCINNATI	6.35 PM	12.05 PM					
LV NEW ORLEANS		9.00 AM				6.00 PM	
LV MEMPHIS		8.45 PM				8.00 PM	
LV CHATTANOOGA						8.20 AM	
LV KNOXVILLE						11.55 AM	
LV ROANOKE						11.30 PM	
AR WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR BALTIMORE CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.45 AM	12.45 AM
AR BALTIMORE MT. ROYAL STATION	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

¹ Daily, except Sunday

THROUGH PULLMAN PALACE CAR SERVICE PULLMAN DINING CAR SERVICE

ROYAL BLUE TRAINS OF THE B & O. FINEST SERVICE IN THE WORLD. SOLID
EQUIPPED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK

EASTWARD

- No 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia. Sundays Washington to Wilmington.
- No 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD

- No 505. Sleeping Car New York to Chicago. Buffet Drawing Room Car Buffalo to Washington. Observation Car Baltimore to Washington.
- No 517. Buffet Parlor Car New York to Washington.
- No 501. Buffet Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore. On Sundays Philadelphia to Washington.
- No 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. "**Royal Limited.**" **Five Hour Train.** Buffet Parlor Car New York to Washington.
- No 507. Buffet Parlor Car New York to Washington. Dining Car Baltimore to Washington. On Sundays Dining Car Wilmington to Washington.
- No 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No 525. Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No 503. Parlor Car New York to Philadelphia. On Sunday, New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS

WESTWARD

- No 1. Sleeping Car New York to Cincinnati and St. Louis. Observation Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No 7. Sleeping Car New York to Chicago via Gratton and Bellare. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Columbus and Toledo. Dining Cars serve all meals.
- No 43. Sleeping Car New York to New Orleans and Washington to Memphis.
- No 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No 55. Sleeping Car Baltimore to Indianapolis and Chicago via Cincinnati and Monon Route.

EASTWARD

- No 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Louisville and Cincinnati to Baltimore. Sleeping Car Toledo and Columbus to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago, Indianapolis and Cincinnati to Baltimore. Dining Cars serve all meals.
- No 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS BALTIMORE & OHIO RAILROAD

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Receivers, Baltimore, Md.

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W. H. THAMS, Treasurer	C. W. WOODFORD, Secretary

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GEO. W. BOOTH, Gen. Auditor	A. F. DUNLEVY, Auditor of Disbursements

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WM. GIBSON, Assistant General Superintendent Main Stem	Baltimore, Md.
Philadelphia and Pittsburg Divisions, Pittsburg, Pa.	R. M. SHEATS, Supt. Western Div. Main Stem,
J. VAN SMITH, Gen. Superintendent New York Division	Grafton, W. Va.
Foot of Whitehall Street, New York.	THOS. C. PRINCE, Supt. Harper's Ferry and
J. M. GRAHAM, Gen. Supt. Trans. Ohio Divisions, Newark, O.	Valley Division
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HARVEY MIDDLETON, Gen. Supt. Motive Power,	F. A. HENDER, Supt. Middle Div. Cumberland, Md.
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CHAS. FRICK, Fuel Agent Lines East of the Ohio River	River, Newark, O.
Baltimore, Md.	

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B. N. AUSTIN, Gen. Passenger Agent Lines West of	Wheeling, W. Va.
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E. D. SMITH, Division Passenger Agent	Baltimore, Md.
D. S. WILDER, Division Passenger Agent	H. A. MILLER, Passenger Agent
D. D. COURTNEY, Gen. Trav. Pass. Agent	Wilmington, Del.
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BERNARD ASHBY, Trav. Pass. Agt., 823 Chestnut St.,	Pittsburg, Pa.
Philadelphia, Pa.	W. W. PICKING, City Passenger Agent
A. C. WILSON, Trav. Pass. Agt.	Chicago, Ill.
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	Omaha, Neb.
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	Room 32, Mills Building, San Francisco, Cal.
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E. T. AFFELCK, Asst. Coal & Coke Agent	Kansas City, Mo.
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R. B. WAYS, Foreign Freight Agent	Quincy, Ill.
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E. M. DAVIS, Division Freight Agent	Duluth, Minn.
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B. F. KAPR, Division Freight Agent	Cleveland, O.
E. S. KING, Com'l Fht. Agt., 400 Chestnut St., Philadelphia, Pa.	PETER HARVEY, General Agent,
	Room 32, Mills Building, San Francisco, Cal.
	T. H. NOONAN, Gen'l Manager Continental Line and
	Central States Despatch, Cincinnati, O.

PRESS DEPARTMENT

J. H. MADA, Press Agent Baltimore, Md.

MILEAGE.

MAIN STEM AND BRANCHES	784.38
PHILADELPHIA DIVISION	129.00
PITTSBURG DIVISION	394.00
NEW YORK DIVISION	5.30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309.68
TRANS. OHIO DIVISION	774.25
TOTAL MILEAGE WEST OF OHIO RIVER	
TOTAL MILEAGE OF SYSTEM	2,083.93

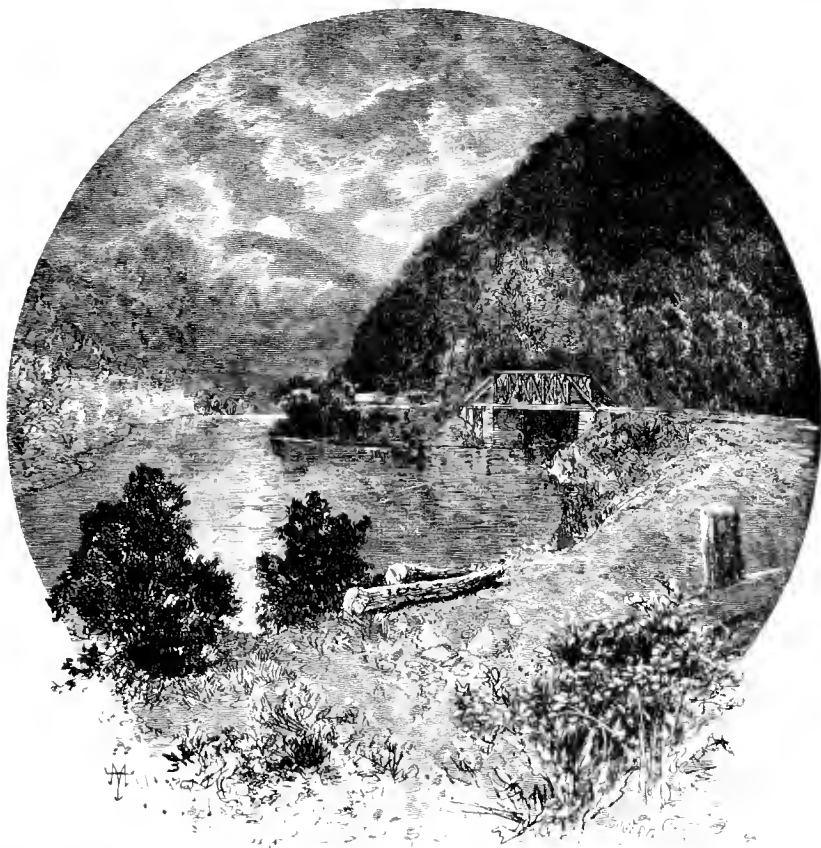
**Magnificent
Scenery**  



via **Baltimore & Ohio R. R.**



en route to **Mountain Resorts
of the Alleghenies**



Observation Cars between

**Baltimore and Pittsburg
Baltimore and Cincinnati**



Over Different Routes
West of Cumberland.*

The Picturesque Route of America

The "Book of the Royal Blue" for July will be a Patriotic Number, and of special interest. Send eight (8) cents in stamps for copy after June 25.

Deer Park

On the Crest of the Alleghenies
2,800 feet Above Tide-Water

..... Maryland

Season Opens June 25, 1898



THIS famous mountain hotel, situated on the summit of the Alleghenies, and directly upon the main line of the Baltimore & Ohio Railroad, has the advantage of its splendid vestibuled express train service, both east and west, and is therefore readily accessible from all parts of the country. In addition to the hotel there are a number of furnished cottages with facilities for housekeeping, which are ready for occupancy from June 1st. All Baltimore & Ohio trains stop at Deer Park, during the season.

The houses and grounds are supplied with absolutely pure water, piped from the celebrated "Boiling Spring," and are lighted by electricity. Turkish and Russian baths and large swimming pools are provided for ladies and gentlemen. Suitable grounds for golf and tennis; bowling alleys and billiard rooms; and fine riding and driving horses, carriages, mountain wagons, tally-ho coaches, etc., to furnish amusement for guests. In short, all the necessary adjuncts for the comfort, health or pleasure of patrons are found at Deer Park.

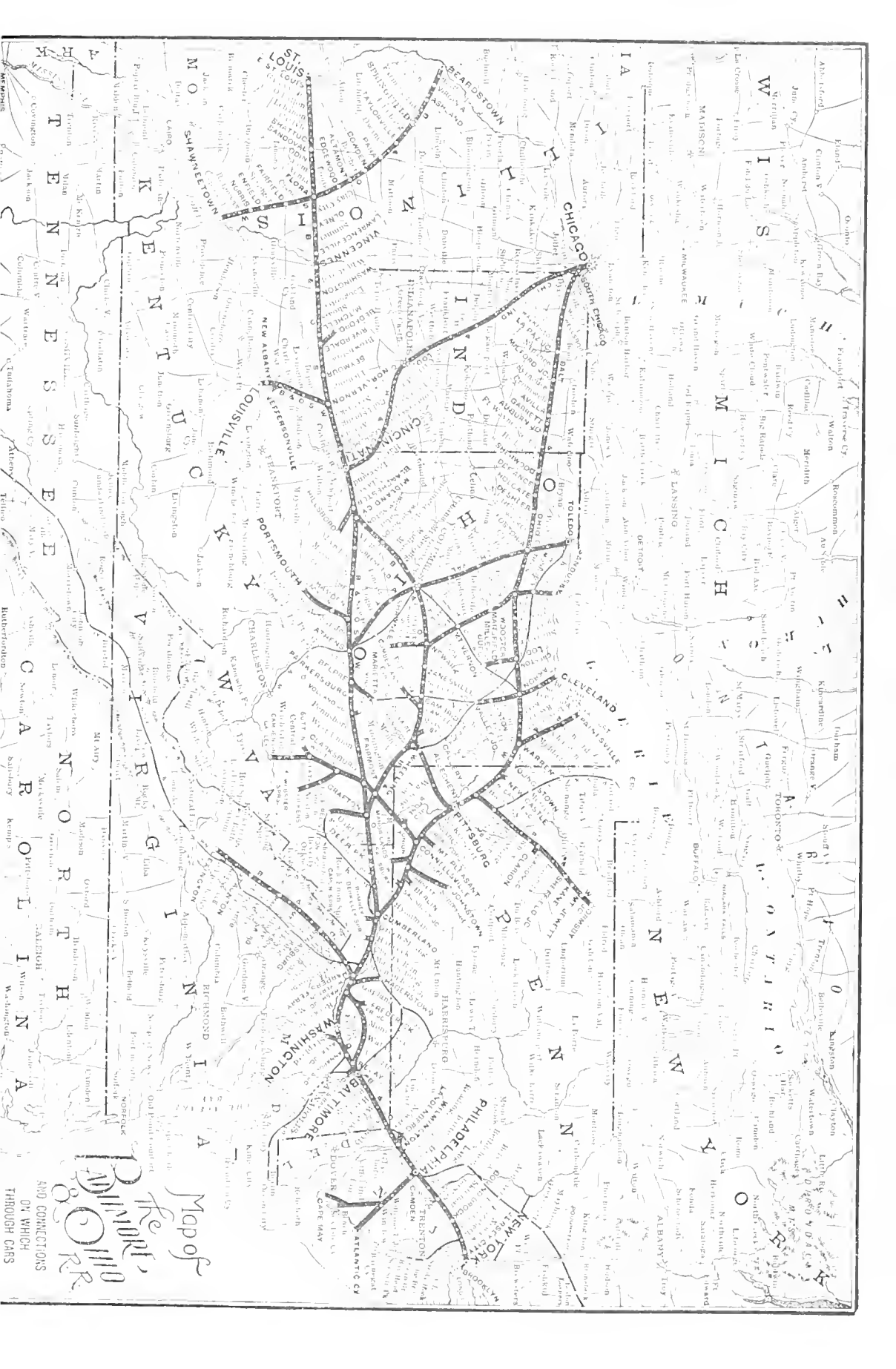
For terms apply to

D. C. JONES

B. & O. Central Building

Baltimore, Md.

(Until June 1st; balance of season address Deer Park, Md.)



Map of
P. O. R.
AND CONNECTIONS
ON WHICH
THROUGH CARS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR • 1898



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	9	10	11	12	3	4	5	6	7	8	9	10	11
9	10	11	12	13	14	15	13	14	15	16	17	18	19	20	21	22	23	24	25	26	10	11	12	13	14	15	16
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ROYAL BLUE



32d National Encampment

Sept. 6-10

1898



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THE ARRIVAL OF THE SIXTH MASSACHUSETTS REGIMENT OF VOLUNTEERS AT MT. ROYAL STATION OF THE
BALTIMORE & OHIO R. R. AT BALTIMORE, MAY 21, 1861

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, JULY, 1898.

No. 10.

THE HISTORIC SIXTH MASSACHUSETTS.

WITH the exception of Dewey's great victory at Manila and Hobson's daring exploit at Santiago, there has been no more impressive event since the war with Spain than the triumphal march of the Sixth Massachusetts Regiment through the streets of Baltimore, on Saturday, May 21st, 1898, en route from Boston to Washington. This date will form an important part in future history, in grand contrast to April 19, 1861, when the same regiment passed through the same city on a call to arms from the Nation's capital. In '61 they were greeted with hisses, stones, missiles and shots from an angry and unmanageable mob. In '98 they were tendered a reception that has no parallel in the history of the Union. This time they were given a welcoming reception which bewildered them, so great was the enthusiasm. Twenty thousand people met them at the station, and showers of flowers, and fruits and flags, and cheer upon cheer greeted them, and in one grand, supreme moment the world was given to understand that all sectional differences in this country of ours were blotted out forever.

New England and Dixie—

Massachusetts and Maryland—

Boston and Baltimore—

The North and the South—

The "Yank" and the "Johnnie"—
are but one people, with "One Flag,
One Country, One Destiny, Brothers
Forevermore."

On Friday when the officers of the Sixth learned they were to pass through Baltimore on their way to Camp Alger at Dunn Loring, Virginia, they wired the mayor of Baltimore for permission

to march through the city from one railway station to the other and thus repeat history. The news spread like wildfire, and preparations were begun at once for a grand reception.

Early on Saturday morning the entire city had learned of their coming, and hours before their arrival great crowds had gathered at Mount Royal, the beautiful uptown station of the Baltimore & Ohio Railroad, where the troops were to leave their trains.

The superb station, which is the most magnificent railway station owned by any single railway company in the United States, was gay with flags and bunting, a force of men having been at work decorating all the night before. From the top of the clock tower to the porte-cochere beneath and intertwined in the stone railing of the balcony hung the beautiful silk pennant of the cruiser Baltimore, which was presented to the city by the officers and men of that now famous war vessel. Around the balcony were three mammoth flags with the coat-of-arms of Massachusetts and Maryland.

In the train shed the great iron fencing was aglow with bunting and the "Stars and Stripes." Each gateway was guarded with a banner inscribed with an appropriate quotation, and the Massachusetts men felt a thrill of pride when they recognized their illustrious Daniel Webster in: "I shall enter on no encomium upon Massachusetts. She needs none. There she is. Behold her and judge for yourself. There is her history; the world knows it by heart." And this also: "Liberty and Union. Now and Forever. One and Inseparable." And

another. "Welcome, Sixth Massachusetts. This is May 21, 1898, *not* April 19, 1861." An immense silk flag sixty feet in length formed a canopy under which the soldiers were to march in leaving the train sheds to the grand plaza in front.

The station, which is below the street level, is in the center of a beautiful park of exquisite lawns whose sides slope gently to the center, forming a perfect amphitheatre for such an occasion. On these grassy slopes fully twenty thousand people in gay attire with bunches of flowers and flags had gathered to give full vent to their enthusiasm. As the regiment passed through the gates the reception band played "Maryland, My Maryland" and "Yankee Doodle." The effect was electrical, and cheer upon cheer greeted the men as they lined up in front of the balcony from which the address of welcome was delivered. It was an impressive sight to see the soldiers at "Parade, Rest" pelted with flowers, fruits, cigars, cigarettes and every available thing that could be thrown as a compliment. Souvenirs were in demand. Pretty girls traded flowers from their hats for a piece of hard tack, and many a trade of a stick pin for a button was noticed down the line. Indeed, when the soldiers left the town more than one coat was in need of a full complement of buttons.

The address of welcome was made by Mayor Malster and a beautiful basket of choice flowers was presented to the regiment. It was made in the form of a shield, across the face of which were clasped hands, and below was the inscription in violets, "Maryland to Massachusetts." On red, white and blue ribbons were printed: "Baltimore welcomes the Sixth Massachusetts," "Flowers, not bullets," and "God bless you and bring you safely home."

In response to the Mayor's address Col. Chas. F. Woodward feelingly acknowledged the pretty token and the full sentiment of the occasion. When the order was given to march, the "Yankee" band started off with "Dixie" and kept it up all the way through the city to Camden station. The line of march, which was fully two miles long, was a solid mass of enthusiastic people.

As the column crossed Pratt street the word was given down the line "This is Pratt street," and each soldier glanced quickly about him to take in his surroundings. In 1861 the original regiment was obliged to march through Pratt street from the old President street station to Camden station and it was on this street that the rioting occurred.

As the regiment reached Camden station each man was particularly interested in the inscription which hung over the archway: "This is Camden station. The same old B. & O." It was to remind them again they were marching over historic ground. The station, which has been remodeled several times, is the oldest in use in America. It figured in two great riots—that of '61 and in '73 of the great railroad strike. Thousands upon thousands of soldiers have passed through its portals and barricaded its walls against invasion, and twice has it suffered by fire from angry mobs.

Here the soldiers were treated to another surprise. Each man received a box containing sandwiches, cake and fruit. In each box was a card with crossed Cuban and American flags and the American coat-of-arms. Underneath was the inscription: "For our country and humanity. Maryland's greeting to Massachusetts. Baltimore and Boston clasp hands. Baltimore wishes God-speed to the historic Sixth Massachusetts Volunteers. A united country honors those who are rallying to her defense. May the memory of 1861 be effaced by the welcome of 1898. Do we love you? Dewey?"

While the soldiers reentered their trains and started on their flying journey to Washington, and the people of Baltimore waved their farewells and returned to their homes, the telegraph had been busy clicking the news to the four corners of the earth, and the whole nation rejoiced when the people heard of it.

A blot had been effaced from history and all sectional feeling between the North and South had passed forever.

Many were the incidents of the trip which the Massachusetts boys will not likely forget. Their route from New York to Washington through Philadelphia and Baltimore was via the Baltimore

& Ohio Railroad, "Royal Blue Line." They were carried in three special trains of thirteen cars each, and which were run at a remarkable rate of speed. The third section covered the ninety-five miles from Philadelphia to Baltimore in two hours and sixteen minutes,

which was one of the best records ever made with such a heavy train.

Much interest was displayed throughout the entire route at Bound Brook, Philadelphia, Chester and Wilmington, and by many of the smaller cities who had learned of their coming.



FIFTH MARYLAND REGIMENT AT MT. ROYAL STATION BALTIMORE & OHIO R.
NOW EN ROUTE TO CUBA

CINCINNATI AND THE G. A. R.

THE "Queen City of the West" has been chosen for the Thirty-second Annual Encampment G. A. R. in September, 1898; and when the selection was made at Buffalo last year, Cincinnati commenced at once to prepare a royal welcome, such as was never before given to the "Boys in Blue." There is every reason to believe that an enormous attendance may be expected, since

provided for, and as the hotels and boarding houses are inadequate to hold all, school houses and public buildings will be converted into temporary barracks. Besides the veterans, 50,000 visitors may be expected, taking advantage of the low rate of fare offered by railroads from all over the United States.

Cincinnati is well equipped to care



ART MUSEUM AND ART SCHOOL, EDEN PARK, CINCINNATI.

the war with Spain has created such a patriotic interest throughout the United States.

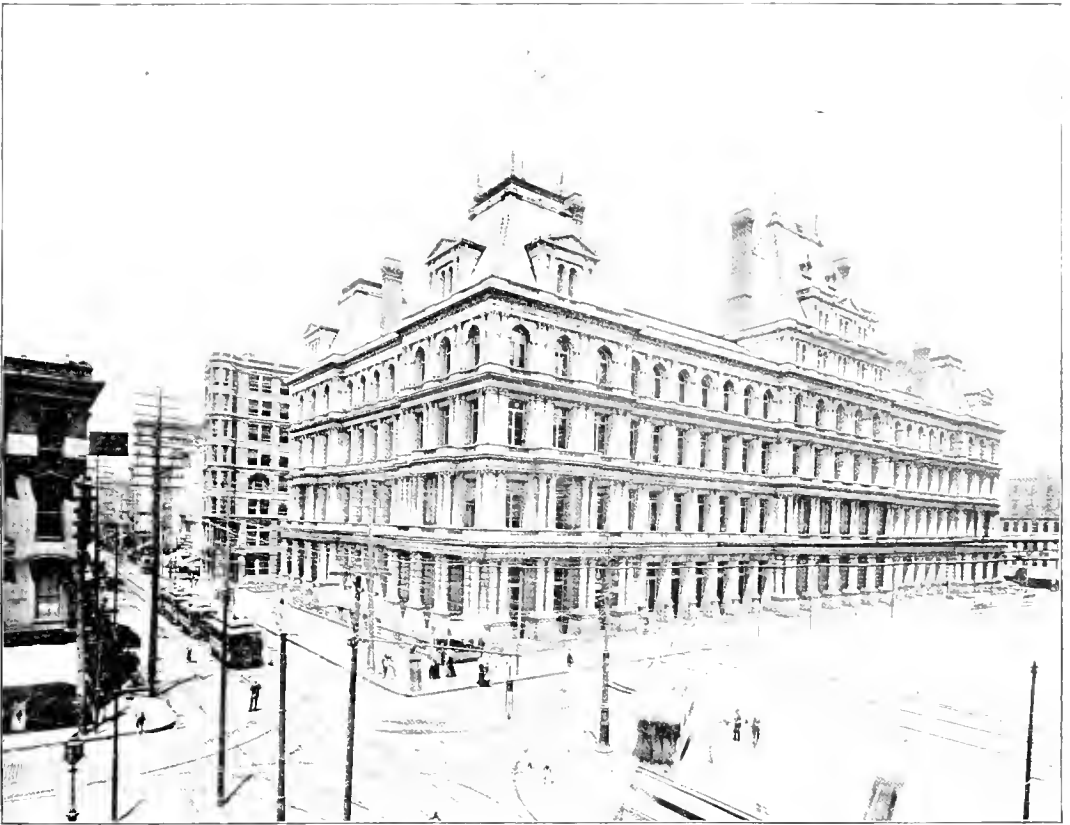
The handling of an immense crowd of visitors, such as are generally in attendance upon G. A. R. Encampments, is a matter of great importance. For instance, there has seldom been less than 50,000 veterans in attendance at an encampment. The soldiers must be

for the multitude. The immense school buildings all over the city and immediate suburbs will be provided with cots. In addition to these, forty acres of park at the camping grounds will be covered with tents.

The camp ground, which will be known as "Camp Sherman," is at Chester Park, a popular summer resort, which is convenient to the city by

half-hourly train service of the Baltimore & Ohio Southwestern Railway and by electric street railways. Twenty acres of the park are covered by the amusement buildings belonging to the Park Company. These buildings include a theatre, club house, refreshment pavilions and numerous smaller buildings devoted to amusements of every legitimate character. The location of the camp is most convenient to the "Posts," who go via the Baltimore & Ohio Railroad,

The city, unlike Rome, is built *among* instead of *on* seven hills. To the north are Clifton Heights, Mt. Auburn, Walnut Hills and Mt. Lookout. To the east is Eden Park or Mt. Adams. To the west, Price Hill, and to the south, across the Ohio River, is the Kentucky range of hills. These boundaries, of course, refer to the original city in the valley, for the hill tops are as solidly built up as the city below. Very often visitors expect to see on the



CUSTOM HOUSE AND POST OFFICE, CINCINNATI

as the trains stop immediately in front of the entrance gate—the railway station being just across the roadway.

The camp will be the gayest and most brilliantly lighted the "boys" have ever before seen, as the electric light arrangements of the park have made it famous as an electrical park.

Cincinnati can afford a list of attractions, amusements and points of interest equaling any of the metropolitan cities.

"hill-tops" only a few houses, while in fact the tops and very sides of the hills are covered with houses more compactly built than on the level ground.

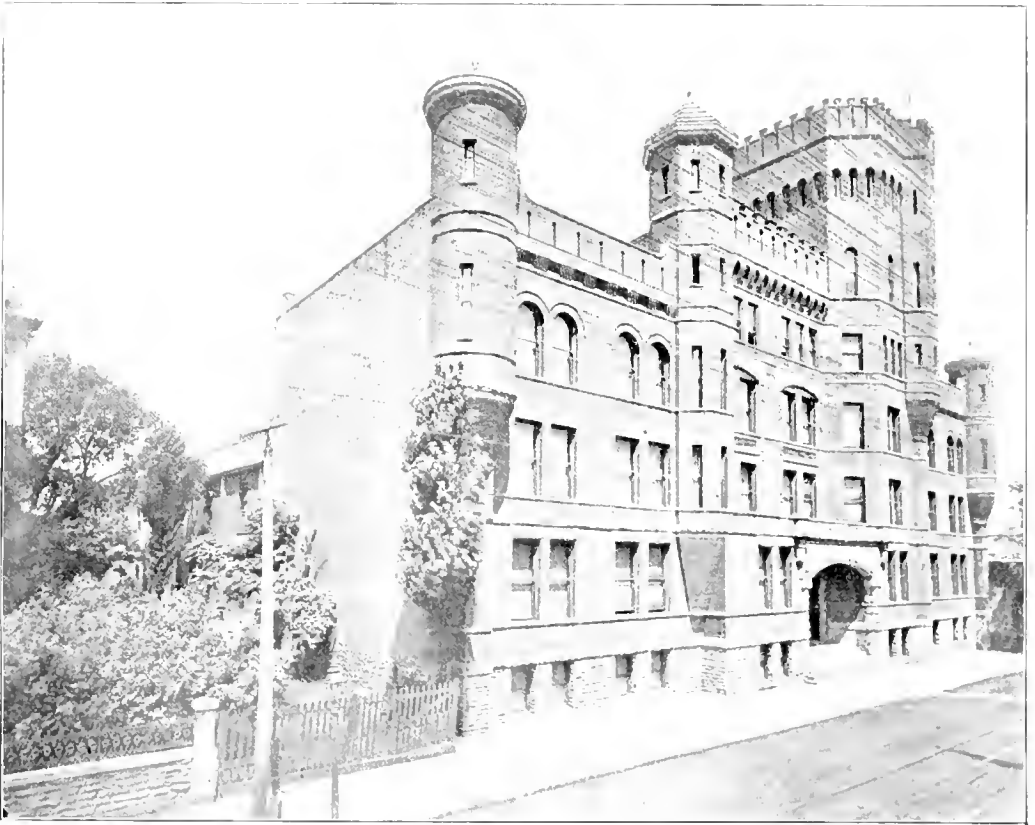
The approaches to the hill-tops in many instances are so steep that "inclined planes" are numerous. There are several "inclines," notably those at Price Hill, Harrison Avenue, Elm Street, Mt. Auburn and Eden Park, the one at Price Hill being the steepest.

All of these inclines convey street cars and vehicles of all descriptions and of reasonable tonnage from the lower portion of the city to the upper.

The public buildings of Cincinnati are beautiful substantial structures of stone. The most recently built is the City Hall, occupying the block bounded by Eighth, Ninth, Central Avenues and Plum Streets. The Government Building and Post Office on Government Square is the most imposing and expen-

reputation for its exquisite workmanship and beauty. The Art Museum and Art School in Eden Park are additional evidences of the public spirit of Cincinnatians and of which the city has become so proud.

The Art Museum is one of the most attractive places in the country. Located on an elevation in Eden Park, it commands a splendid view of the surrounding country and the city below. Among the various collections contained



FIRST REGIMENT ARMORY, CINCINNATI

sive. It required nearly ten years to complete it. The Chamber of Commerce is especially noted for its beautiful style of architecture. Besides these public buildings, is the magnificent Music Hall, a gift of one of Cincinnati's public spirited citizens. In it are held the great May festivals every two years. Its famous organ is the second largest in the United States. Another monument of generous citizenship is the Tyler Davidson Fountain, which has a national

therein are hundreds of paintings, a most excellent assortment of bric-a-brac and pottery, sculpture, carvings in wood, relics, etc., etc. Connected with it is the Art School, or the "School of Design," the students having free use of the Museum. Eden Park, because of its natural scenery, is ranked among the foremost of picturesque landscapes. It is a succession of undulating hills of beautiful forests and lawns. In it is the main reservoir which supplies water to the

city. At its outer edge at the top of the inclined plane is the world renowned "Rookwood Pottery." Its wares are to be found in every part of the globe and are the most expensive of the kind.

Burnet Woods is a delightful "forest park" on the way to fashionable Clifton.

The "Zoological Garden," which is

Cincinnati can boast of more suburbs than any of the western cities. The population has so increased in twenty years as to drive the residents out of the city to the hills and valleys, and the city limits practically extend ten miles north of the river.

The suburbs of Clifton, Mt. Auburn,



NEW CITY HALL, CINCINNATI

the largest in the West, is a beautiful park lying immediately north of the city, between the suburbs of Clifton and Avondale. A rare collection of wild animals has been supported here for many years and lately amusement buildings have been erected to add to the interest of the garden.

Avondale and Walnut Hills within the city limits, are the most beautiful residence centers, while there are at least fifty other attractive suburbs.

Immediately opposite the city on the Kentucky side, is the city of Covington, with a population of 45,000, and along the river front to the east are the towns

of Newport, Bellevue and Dayton, which really belong to Cincinnati, although they can never be counted as such. The most recent electoral census of Cincinnati places the population at 350,000, not counting the suburban population outside of city limits.

Southern R. R. bridge, between Cincinnati and Ludlow, Kentucky.

Newport is connected by a new bridge of beautiful proportions, built within the last four years, the L. & N. R'y bridge having been the first connecting link.

Much interest may be found along



TYLER DAVIDSON FOUNTAIN, CINCINNATI

The Kentucky cities are connected by beautiful bridges. Among them is the famous Suspension Bridge, begun during the war, and which was the first of its kind. It connects Cincinnati with Covington. The C. & O. R. R. bridge also connects these cities. Further down the river is the Cincinnati

the river front, at the public landing, where the Ohio and Mississippi River steamboats make their landings. The old river days are no more, but the business is still exceedingly profitable.

Cincinnati is provided with excellent railway facilities. The Baltimore & Ohio Railroad and the Baltimore

& Ohio Southwestern Railway offer excellent service from the East and West. These lines extend from New York to St. Louis through Cincinnati, with solid vestibuled train service.

From Boston and New England cities direct connections are made with the "Royal Blue" trains from New York running solid to Cincinnati.

From New York, Philadelphia, Baltimore and Washington, three through "Royal Blue" vestibuled trains run daily to Cincinnati with Pullman Sleep-

its track through Maryland, Virginia and West Virginia the armies advanced or retreated, dotting the surrounding territory with battle-fields.

Historic Harper's Ferry never loses its interest to the traveler. Nearly every mile of the line offers something especially interesting, and the scenery along the Potomac River and through the Alleghenies is magnificent beyond description. Observation Cars are run on the fast New York and St. Louis Limited,

From Pittsburg, Washington, Pa.



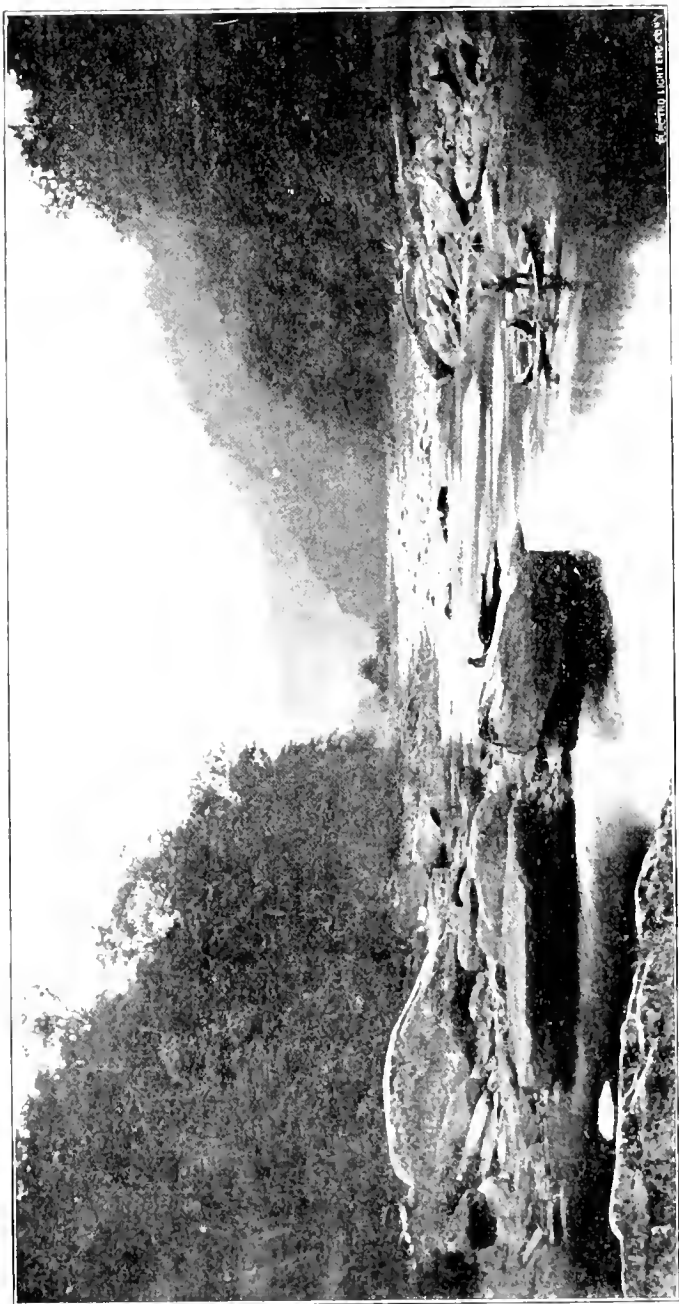
CINCINNATI SOUTHERN, QUEEN & CRESCENT RAILWAY BRIDGE, CINCINNATI

ing Cars and a complete dining car service, which is operated by the Baltimore & Ohio Railroad. These trains run through Harper's Ferry, Cumberland, Grafton, Clarksburg, Parkersburg and Chillicothe, passing through the most historic and picturesque mountain country in the East. Every soldier knows something about the history of the "B. & O." during the war of the rebellion. Both sides fought for its possession, and back and forward across

Wheeling, Bellaire and intermediate points, two "Royal Blue" trains are run daily to Cincinnati with Pullman Parlor Cars and Sleeping Cars.

From Columbus a splendid service of four trains daily to Cincinnati is provided. Two of these are the "Royal Blue" trains from Pittsburg.

Cambridge, Zanesville, Newark, Sandusky, Shelby, Mansfield and Mt. Vernon, all have quick train service to Cincinnati, via Newark and Columbus.



FABO'S FISHING GROUNDS OF THE POTOMAC ON BALTIMORE & OHIO R. R.

PRIVATE ANTRIM'S WHEEL.

BY LOUIS CAMPBELL.

IT was a hot day even for Arizona. Fort Brant was slowly sizzling in the great sandy sauce pan, and the only living creatures visible were the soldier stationed in front of the guard house and private Antrim, the new recruit from the East.

The man on guard stood quietly in the doorway of the little adobe jail, waiting patiently for the breeze that occasionally was wafted through the building.

Antrim, on the contrary, was sitting in the blazing sunlight, holding out to its direct rays a common black tin thermometer. He had never even heard of such awful heat.

At last the mercury reached the top of the tube.

"Wan hundred and thirty and no more thermometer, by - " But he did not say what. In fact, he never was known to fill in the blank or swear *by* anything.

Rising slowly, he limped into the barracks, and joined a group of men earnestly engaged in discussing what seemed to be, judging from their conversation, a combination of vicious broncho and dangerous and complicated machine gun.

"As I was saying, Sergeant, just as I got into the saddle she gave a sudden buck and I ran plumb into the Colonel. Then when I went to salute, she rolled in the other direction and ran clean over Captain Peters' jack rabbit. Then she went straight down the parade and dumped me into the pond. I never saw such a machine for going off at half cock."

"Yes, Nolan, that very ducking saved you extra duty. The Colonel might excuse your bumping him, but Captain Peters wasn't likely to forgive your spoiling his rabbit."

"Look at me oye and me shin," wailed Antrim. "Sure its an invintion of the divil."

Just then a loud report like a pistol-shot echoed through the room.

"There she goes: run, byes, run."

And setting the example, in spite of his badly sprained ankle, Antrim was

soon at what he considered a safe distance.

The innocent cause of all this was nothing more or less than a bicycle, a number of which had been received at the post with the instructions that the men learn to ride.

The officer of the day, hearing the disturbance, came in, and an investigation showed that one of the tires of Micky's wheel had exploded.

"See here, Antrim, will you never learn that if you pump up the tires at night, they are sure to burst these hot days?"

"Yis, sor, I didn't know it was loaded, sor." And that was really the keynote of all Micky's troubles. Everything seemed especially loaded for him. He had been thrown by a broncho, bitten by a tarantula, stung by a rattlesnake and chased by an Indian.

A few days previous, he had been ordered to bring a horse for the use of the department general who was inspecting the post. As the men stood in line and the band struck up, there was a rear and a plunge, and the dignified General found himself on the ground. Antrim was angrily ordered to step out of the ranks.

"Were you aware of the proclivities of this animal?" thundered the General.

"Yis, sor, it bucks, sor," answered Micky in all gravity and innocence as he saluted, and the partially suppressed laugh that went down the line decided the General that a fuss would only make matters worse. But for many a day the men meeting out of sight of the officers would salute and say, "Yis, sor, it bucks, sor."

There is little enough to enliven the common soldier's life at an Arizona post. Pay day is always a long way off and the sutler often inexorable.

From afar they listened to the Colonel's musicale or watched the german at the Captain's quarters, or wondered at the silence of a lieutenant's whist party.

Their kind of singing, dancing and card playing was something widely different.

Hotter and hotter grew the days until even the Indians ceased loafing around the fort.

"There is trouble ahead," said Captain Peters. "The time to look out for an Indian is when you don't see any."

This paradoxical remark was made to two young West Pointers who had recently been assigned to the post. It was overheard by Antrim who characteristically attributed it to the rarity of the atmosphere. He could never understand why objects in that wonderful country were so far away when they seemed so near.

To the North, East and South of Fort Brant rolls the desert. On the West rise the mountains and winding down from them is the only good trail into it.

This soon became a favorite ground with the bicycle corps, who laboriously pedaled up to coast down. Of course Antrim held the record of having taken the longest header, and that too into the largest cactus on the trail.

Just at daybreak one morning as "boots and saddles" rang out on the quiet air, a scouting party was ordered into the mountains.

A miner had come down bringing a tale of murder and pillage by a band of Indians under *Lame Deer*, a hitherto inoffensive but ambitious young chief.

Not considering the outbreak of great consequence, and anxious to practically test the new mode of locomotion, Captain Peters who commanded the expedition, divided his men. One half as usual rode their bronchos, and the other their bicycles. Among the latter was Antrim.

On the mesa the line was in fairly good order, the wheels keeping pace with the horses; but when the mountains were reached it became sadly confused and unsafe, especially to an old Indian fighter like the Captain.

Going up the steep trail the cavalry rode gaily on while the bikes were slowly pushed up. On the descent, the wheels came rushing amongst the horses, like a succession of avalanches and dangerously near the precipices, passing beyond the advance guard, never stopping until stalled on another incline.

By noon the claim was reached, or rather what remained of it.

The smoldering ruins of the cabin and bullet ridden bodies of the miners told the too familiar tale of a tardy rescue.

The troop gazed on the awful and grewsome scene as wheel and horsemen drew close together.

"By —" said Antrim.

"Hell!" growled the Sergeant.

"Silence!" thundered the Captain.

And down the canon came the echoes, "Silence. Silence."

The first task was the burial of the bodies. Nothing could be learned of the Indians' loss, as they had time to remove their wounded and dead. In the pile of empty shells beside each dead miner there were surely some vouchers that an Indian had been made "good."

The services conducted by the Captain were brief and impressive.

Antrim, taking the little metal cross which he always wore suspended from a string around his neck, placed it in the folded hands of the youngest.

While the men were digging the graves the Captain narrowly scanned the rocks, but not a vestige of redskin could be seen.

He had that feeling of being closely watched and that itchy sensation between his broad shoulders presenting as they did, such a splendid target.

He had come to hunt Indians, but from past experience knew that with such antagonists the hunter was often hunted.

Suddenly a goat high above them in the canon jumped from its hiding place and began clambering down the mountain.

Then a buzzard, perching on an opposite crag and watching the disposal of what it evidently considered its dinner, wheeled into the air, circling from rock to rock, with the evident intention of alighting but always changing its mind.

To a tenderfoot this meant nothing, but the Captain and most of his men knew that behind each stone lurked a devil ready to send death into their unprotected ranks.

The path by which they came was in possession of their invisible foes.

To the west lay the Alkali desert with all its horrors.

A move in either direction would open the flood-gates of a leaden torrent.

The Captain caught sight of a face grinning in exulting anticipation at its prey beneath—a face widely different from those calm white ones lying in the yet uncovered graves.

Perhaps the Indians were superstitiously waiting until the funeral services were over.

If they could only be prolonged until dark.

"Attention! Follow me, boys, single file, and do as I do."

Around the graves the Captain marched, swinging his arms and stamping his feet, followed and mimicked by the entire company.

Sometimes the men played "follow my leader" at the fort, but now they were "monkeying" with a vengeance.

Their very lives depended on their mystifying their superstitious foes.

"Sing!" commanded the Captain.

They opened their mouths but from their parched throats issued only faint squeaks and groans.

The Sergeant was a strict disciplinarian and prided himself on carrying out his Captain's orders.

In front of him marched Antrim. Taking a pin from his collar he jabbed it into Micky's leg with a "Sing, man, sing."

The yell that echoed through the canon would have made an Apache pale with envy. The "music" was something antediluvian and heroic; words no one understood; now a chant, now a wail, always a howl, with which the pin, perhaps, had much to do.

Around and around the living wheel revolved, picking up pans and kettles, using them as cymbals. Now and then closing in, bowing their heads to the center and taking surreptitious bites from their haversacks and sips from the canteens.

Would the sun never set?

Inch by inch the shadows grew and the Indians forgetting their caution, leaned over the rocks to gaze at the unwonted spectacle.

At last darkness came, and the almost exhausted men jumping hastily behind the horses, opened fire upon the foe whose silhouettes showed plainly against the sky.

Complete darkness soon put an end to this and the men began to retrace their journey.

It was a veritable gauntlet of stones and bullets, which however, did but little harm.

On through the night, they trudged up and down, pushing their wheels and dragging their horses.

Just before dawn, unable to go further, a stand was made in a partially sheltered ravine; while below them the trail sloped steeply in an almost unbroken line to the fort.

It was quite certain that relief would be sent when the firing was heard, but the Indians were ambushed on either side of the trail, and warning must be sent to their comrades below.

Explaining the situation, Captain Peters asked for a volunteer.

The men looked at one another. It was almost certain death. Then Antrim stepped forward. "I'll go, sor."

"You. How?"

"On my wheel, sor."

"Very well."

Taking hastily written instructions, Antrim mounted his bicycle and started for the fort as the first rays of dawn pierced the canon.

Astride a horse his journey would have quickly ended, but the Indians in wonder at this queer machine withheld their fire until too late.

Faster and faster went Micky, his feet on the coasters, every nerve and muscle strained to keep the wheel straight and avoid obstructions.

The pedals revolved like buzz-saws and the wheels became shadowy discs.

An Indian scout had barely time to jump aside as this combination of man and thing shot past. The bullet from his rifle struck the ground many feet behind. * * *

The General, an early riser, was standing on his veranda gazing toward the mountains.

Presently his attention was attracted by an object moving with marvelous rapidity toward the fort.

As he looked, it grew, and soon resolved itself into a trooper on a runaway bicycle.

On it came through the gates straight for the General. It struck the porch; there was a vision of boots disappearing

through the doorway, out the opposite window: a final crash and all was still.

When the General reached Antrim, Mickey managed to say, "Here's a missige, sor," and fainted.

The relief was sent and the Indians routed.

Some days later when Antrim was again able to attend to his duties, Captain Peters said, "Antrim, what kind of music was that you made in the canon?"

"That, sor, was a Donnegal love song, sor."

WASHINGTON'S FAREWELL TO HIS ARMY.

WHITEHALL Terminal, or South Ferry as it is now more generally known, is one of the oldest ferry slips of New York City. It is located at the foot of Whitehall Street, just east of the Battery at the extreme southern point of the city, and was then, as now, the most convenient point from which to reach either Jersey City or Brooklyn.

More than a hundred years ago it was known as "Whitehall Ferry," but as other ferries were established it became known as "South Ferry." It is now the great terminal of all the elevated railways and the cable lines, and many ferry lines to Brooklyn and Jersey City.

This is the terminal which is used by the Baltimore & Ohio Railroad, for the convenience of passengers to and from all parts of Greater New York.

It was at "Whitehall Ferry," in a building which is standing to day, that George Washington bid farewell to the officers of his army, a description of which is given in the concluding chapter of "Hugh Wynne," Dr. S. Weir Mitchell's beautiful story:

"In April, 1783, peace was proclaimed. In November of that year I heard from Colonel Hamilton that our beloved general would, on December 4, take leave of his officers, and that he was kind enough to desire that all of his old staff who wished should be present. I was most pleased to go.

"In New York at Fraunce's Tavern, near Whitehall Ferry, I found the room full of the men who had humbled the pride of England and brought our great war to a close. His Excellency entered

at noon, and seeing about him these many companions in arms, was for a little while so agitated that he could not speak. Then with a solemn and kindly expression of face, such as I had once before seen him wear, he filled a glass with wine, and, seemingly to steady himself, said:

"With a heart full of love and gratitude, I take my leave of you, most devoutly wishing that your latter days may be as prosperous and happy as your former ones have been glorious and honorable."

"So saying, he drank his wine, and one after another went by him, shaking his hand. No word was said and these worn veterans of the winter camps and the summer battle-fields moved out, and saw their former general pass down, between lines of infantry, to the shore. There he got into a barge. As he was rowed away he stood up and lifted his hat. All of us uncovered, and remained thus till he passed from sight, to be seen no more by many of those who gazed sadly after his retreating form.

"There is an old book my grandchildren love to hear me read to them. It is the 'Morte d' Arthur,' done into English by Sir Thomas Malory. Often when I read therein of how Arthur the king bade farewell to the world and to the last of the great company of his Knights of the Round Table, this scene at Whitehall Slip comes back to me, and I seem to see once more those gallant soldiers and far away the tall figure of surely the knightliest gentleman our days have known."



A VIEW OF HATHAWAY, A OHIO SCENERY

THE SEVENTIETH BIRTHDAY OF THE B. & O.

UNTIL recently there were hidden away in the great iron vaults of the general office building of the Baltimore & Ohio Railroad at Baltimore, relics of priceless value—implements of greater power than the strongest armament in the world; implements of peace and prosperity. They were a spade, a trowel and a hammer, laid away many years ago as mementos of a most important event—the building of the first American railway. Together with these tools were a Masonic silk apron and badges worn by Thomas Young Nichol, a master stone mason who performed the actual labor of placing the corner stone of the Baltimore & Ohio Railroad, at Baltimore, July 4, 1828.

The ceremonies attending this great event having been conducted by the Masonic Fraternity, the relics have been placed in a large glass cabinet and loaned to the Masonic Temple, Baltimore, with the compliments of the Baltimore & Ohio Railroad.

As this railway is about to enjoy its seventieth birthday on the coming Fourth of July, which this year will be fraught with newborn patriotism, a review of the great events of 1828 are befitting.

This Parent of American Railways still bearing, unchanged its original charter name, may look back with pride on the most wonderful history of any corporation in the world. Its name first appeared in the annals of American history on the day when the people of our great Republic were celebrating our fifty-second year of Independence, and no more appropriate christening could be given it than that of the venerable Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, who, tottering under his ninety-one years, casting the first spadeful of dirt for the beginning of the railway, said: "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if, indeed, second to that."

His memorable words were a prophecy, for with the building of the railway, the country took on a new com-

mercial activity and the Nation grew to be a power above all others.

The railway first received its charter on February 27, 1827, and great preparations were made for its building. It was to be a great event and the duties attendant upon the ceremonies were therefore intrusted to the Masons.

A grand industrial and civic parade was arranged, in which every trade and profession was represented. Each trade was provided with a float on which the workmen were actively engaged making their individual wares and giving them away. The City of Baltimore was in its zenith of glory, for great was the monument for which the corner stone was to be laid that day. The ceremonies were conducted in the most religious manner, as was the custom of the founders of our impregnable Nation.

The following interesting account is taken from a little pamphlet which was printed as a souvenir of the great event:

"The celebration of the Fourth of July, and the ceremonies attending the commencement of the Baltimore & Ohio Railroad, brought to town a great concourse of strangers a day or two before the celebration. On the afternoon and evening immediately preceding, all the roads to town were thronged with passengers, while in the city itself, the lively and incessant crowds in Baltimore Street, the movement of various cars, banners, and other decorations of the trades to their several points of destination, the erection of scaffolds, and the removal of window sashes, gave many 'notes of preparation' for the ensuing fete. Fortunately the morning of the Fourth rose not only bright but cool, to a great comfort of the immense throng of spectators that from a very early hour, filled every window in Baltimore Street, and the pavement below, from beyond Bond Street on the east, far west on Baltimore Street, extending a distance of about two miles.

"About ten o'clock, the procession reached the spot on which the foundation stone of the railroad was to be placed—a field two miles and a quarter from town, south of the Frederick

Turnpike road, and near Carroll's upper mills, on Gwynn's Falls. Through the middle of this field runs, from north to south, a ridge of an elevation of perhaps thirty feet: in the center, and on the summit of which was erected a pavilion for the reception of Charles Carroll of Carrollton, the President and Directors of the Railroad Company, the Engineers, the Mayor and City Council, and the Orator of the day. Among the guests in the pavilion were also the Speaker of the House of Representatives of the United States, Gov. Coles of Indiana, the members of Congress and the Legislature, the Order of Cincinnati and Revolutionary Soldiers, Col. Grenier and Gen. Devereux. On either side of the pavilion, and along the line of the ridge, was arranged the cavalry. In front of it toward the east, and on the brow of the ridge, was the excavation for the reception of the foundation stone, beneath which, and parallel with the ridge, lay a long and level plain, in which the procession formed on its arrival, facing towards the pavilion. The cars were drawn up in a body on the left and inclining towards the rear of the pavilion. The masonic bodies formed a large hollow square around the first stone. The spectacle presented from the pavilion was gay and splendid in a very high degree.

"The ceremonies were commenced by a prayer by the Rev. Dr. Wyatt, Masonic Grand Chaplain; the vast audience uncovered their heads, when Mr. Heath, after an eloquent preface, read the Declaration of Independence. The Carrollton March, composed by Mr. Clifton, being then performed, Mr. Jno. B. Morris delivered the following address from the President and Directors of the Company:

"FELLOW CITIZENS:

The occasion which has assembled us is one of great and momentous interest. We have met to celebrate the laying of the first stone of the Baltimore & Ohio Railroad, and if there be anything which could render the day we have chosen more interesting in our eyes than it already seems, it is that we now commence the construction of a work which is to raise our native city to that range which the advantage of her situa-

tion and the enterprise of her citizens entitle her to hold. The result of our labors will be felt, not only by ourselves, but also by posterity—not only by Baltimore, but also by Maryland and by the United States.

"We are about opening the channel through which the commerce of the mighty country beyond the Allegheny must seek the ocean—we are about affording facilities of intercourse between the East and the West, which will bind the one more closely to the other, beyond the power of an increased population or sectional differences to disunite. We are in fact commencing a new era in our history; for there are none present who even doubt the great and beneficial influence which the intended road will have in promoting the agriculture, manufactures and inland commerce of our country. It is but a few years since the introduction of steamboats effected powerful changes, and made those neighbours, who were before far distant from each other. Of a similar and equally important effect will be the Baltimore & Ohio Railroad. While the one will have stemmed the torrent of the Mississippi, the other will have surmounted and reduced the heights of the Allegheny; and those obstacles, considered insuperable, will have ceased to be so, as the ingenuity and industry of man shall have been exerted to overcome them.

"Fully impressed with the magnitude of the undertaking committed to their charge, the Board of Directors have used every means to insure success. The best talent of the country is employed in their service; the General Government has lent its officers to assist in what is justly considered a work of national importance—much valuable information has been acquired, and with abundant resources at their command, the Board of Directors find themselves within little more than a year after the incorporation of the company, fully prepared to commence the construction of the GREAT ROAD.

"It is not in mortals to command success, but if a determination to yield to no obstacle which human exertion can overcome; an enthusiastic devotion to the cause; a firm belief that the completion of the magnificent work will con-

fer the most important benefits upon our country; and a thorough conviction that it is practicable—if all these, urging to action, can ensure success—success shall be ours.

“This day fifty-two years since, two millions of people, the population of the provinces of Great Britain, proclaimed themselves independent states, and commenced the task of self government. Our native city was then an inconsiderable village, with few and difficult means of communication with the interior, and with a scanty and slowly increasing commerce. The inhabitants of these states now number ten millions, and Baltimore has increased in her full proportion of population. Wide avenues now radiate in every direction through the surrounding country—she has risen to the rank of the third city of the Union, and there are but few sections of the world where her commercial enterprise has not made her known. Fifty-two years since, he, who is this day to lay the first stone of the great road, was one among a band of fearless and noble spirits who resolved and declared that freedom which has been transmitted unimpaired to us.

“The existence which he contributed to give to the United States on the Fourth of July, 1776, he perpetuates on the Fourth of July, 1828. Ninety-one summers have passed over him. Those who stood with him in the Hall of Independence, have left him solitary upon earth—the father of his country.” In the full possessions of his powers; with his feelings and affections still buoyant and warm, he now declares that the proudest act of his life and the most important in its consequences to his country, was the signature of Independence; the next, the laying of the first stone of the work which is to perpetuate the Union of the American states; to make the East and West as one household in the facilities of intercourse, and the feelings of mutual affection. Long may he live, cherished and beloved by his country, a noble relic of the past, a bright example of the present time.”

On the conclusion of the address, two boys dressed as Mercuries, advanced to the canopy, and prayed that the Printers might be furnished with a copy of the remarks and address just

delivered, that they might be printed and distributed to the people.

The deputation from the Blacksmiths' Association next advancing, presented Mr. Carroll the pick, spade, stone-hammer and trowel, prepared by them for the occasion, and made the following address:

“Venerated Sir:

As the representative of the Association of Black and Whitesmiths, I am directed to present to you these implements made and borne to this place by freemen, consisting of a pick to break the soil, the spade to remove it, the hammer to break off rough corners, and the trowel to lay the cement which is to unite the East to the West, for the commencement of this great work, which will commemorate an epoch in the history of the internal improvements of our beloved country, and that too, on this illustrious day, which is celebrated as the day that tried the souls of men—the day that gave birth to a nation of freemen—the day, venerated sir, with which you are so conspicuously identified—the day that shall be the polar star to future ages, advertising them, that men dare declare themselves a free and sovereign people, that republics can exist, that they neither require the royal diadem or military rule to direct the great helm of state in safety.

“And now sir, that the present age may bless the men that touched the spring and put in motion this great national work, and that future ages may bless the memory of our beloved Charles Carroll of Carrollton, is the prayer of those freemen that surround you.”

The deputation from the stone-cutters now came forward, and the car containing the foundation stone was driven to the spot. While the stone was preparing, Mr. Carroll, accompanied by the grand marshal of the day and Mr. John B. Morris, descended from the pavilion bearing in his hand the spade just presented, advanced to the spot selected for the reception of the foundation stone, in order to strike the spade into the ground. He walked with a firm step, and used the instrument with a steady hand, verifying the prediction of our correspondent, in the

song published on the morning of the fourth.

"The hand that held the pen,
Never falters, but again
Is employed with the spade, to assist his fellow men."

The stone was then dexterously removed from the wagon in which it had been conveyed to the ground and placed in its bed. The Grand Master of Maryland then remarked, that before applying the test of his instruments to the stone, for the purpose of ascertaining its correctness, with the assistance of the Grand Masters of the states of Pennsylvania and Virginia, it might not be amiss to add one to the numerous congratulations then expressed, that Maryland had at last determined to engage in honorable competition with her sister states in the great work of internal improvement. He hailed the presence of the Grand Masters of these states as a propitious omen. On the one hand was Pennsylvania, the first to penetrate the defiles of her mountains with her roads, who had been ever since employed with ceaseless assiduity in further developing the resources of her domestic trade. On the other hand was Virginia, who had been for years studiously engaged in creating and preserving a board, with competent funds, for the promotion of the same great end; manfully struggling against those difficulties which even here energy had hitherto been insufficient to surmount, and therefore doubtless awaiting anxiously the result of our experiment, in order to avail herself of this mode of extended communication. It was only, he said, to notice the countenance of the representatives of a numerous fraternity in these two powerful and neighboring states, and to express in the name of the body whom he represented, their thanks for the kind feelings which had prompted the acceptance of the invitation to join in the ceremony of the day—that he had allowed himself to interrupt the usual order with a single remark.

The Grand Master, attended by the Past Grand Chaplain of Maryland, and by the Grand Masters of Pennsylvania and Virginia, then applied his instruments to the stone, and after handing them for the same purpose to the other Grand Masters and receiving their fa-

vorable report, pronounced it to be "well formed, true and trusty." The Grand Chaplain invoked the benediction of heaven upon the success of the enterprise, the prosperity of the city, and the future life of the venerable man who had assisted in laying the stone. The ceremony was concluded in the usual manner by pouring wine and oil and scattering corn upon the stone, with a corresponding invocation and response, followed by the grand Masonic honors.

The following is the inscription:

THIS STONE

Presented by the Stone Cutters of Baltimore
In commemoration of the commencement
of the BALTIMORE & OHIO RAILROAD
was here placed on the 4TH OF JULY, 1828, by the
Grand Lodge of Maryland,
assisted by Charles Carroll of Carrollton,
the last surviving signer
Of The Declaration of American Independence,
and under the direction of the president and directors
of The Railroad Company.

On each side of the stone was this inscription:

FIRST STONE

of the Baltimore & Ohio Railroad

In a cavity of the stone was deposited a glass cylinder, hermetically sealed, containing a copy of the charter of the company as granted and confirmed by the states of Maryland, Virginia and Pennsylvania and the newspapers of the day, together with a scroll containing these words

This Stone Is Deposited
In commemoration of the commencement
of the
BALTIMORE & OHIO RAILROAD
A Work
of deep and vital interest to the
AMERICAN PEOPLE
Its accomplishment will confer
the most important benefits upon this nation
by facilitating its COMMERCE,
diffusing and extending its social intercourse,
and perpetuating
the happy union of the confederated states.
The first general meeting
of the citizens of Baltimore to
confer upon the adoption of proper
measures for undertaking this magnificent
work, was on the 2d day of February, 1827.
An act of incorporation by the state of
Maryland was granted February
25th, 1827, and was confirmed
by the state of Virginia
March 8th, 1827.
Stock was subscribed to provide funds for its
execution April 1st, 1827.

The first Board of Directors was elected
April 23, 1827.

The Company was organized April 24th, 1827.
An examination

of the country was commenced under the direction of
Lieutenant Colonel Stephen H. Long
and Captain William G. McNeill, United
States' topographical engineers, and William
Howard, United States' civil engineer,
assisted by Lieutenants Barney,
Trimble and Dillahunty of the
U. S. Artillery, and Mr.
Harrison, July 2d,
1827.

The actual surveys to determine the route were
begun by the same officers with the
additional assistance of Lieutenants
Cook, Gwynn, Hazzard, Fessenden and Thompson, and
Mr. Guion, November
20th, 1827.

The charter of the company
was confirmed by the State of Pennsylvania,
February 22d, 1828.

The State of Maryland became a
stockholder in the company by subscribing for
half a million of dollars of its stock
March 6th, 1828.

And the construction of the road was commenced
July 4th, 1828.

THE GRAND CIVIC PROCESSION.

The procession was headed by Captain Cox's troop, the First Baltimore Hussars. The "Pioneers" with the implements of labor on their shoulders followed next. Then came the Masonic Fraternity of Maryland, accompanied by representatives of the order from Pennsylvania and Virginia.

In "an elegant Landoulette and four" were seated Charles Carroll of Carrollton, and General Samuel Smith, Senator of Maryland in Congress. Then followed other carriages containing Colonel U. S. Heath, orator of the day, Mr. Andrew Stevenson, Speaker of the House of Representatives, Gov. Coles, of Indiana, Colonel Grenier, aide to Gen. Lafayette at the surrender of Cornwallis, and other prominent gentlemen of the day.

On foot in double files came the directors of the Baltimore & Ohio Railroad Company, the Military and Civil Engineers of the Company, the Society of Cincinnati and Soldiers of the Revolution. After these came the Trades Associations in the following order:

Farmers and Planters: Twenty-four "aged and respectable" farmers on horseback, representing the number of states of the Union, were followed by a

float representing a rural scene with growing mulberry trees and stalks of corn and men at plowing. The mottoes were significant: "The wilderness and the solitary place shall be glad and the desert shall rejoice and blossom as the rose." "Our swords are beaten into plough-shares and our spears into pruning hooks." "He who soweth good seed shall reap abundantly." "Paul may plant, and Apollos water, but God giveth the increase." "Behold the day is come. Put ye in the sickle and reap for the harvest is ripe." "Every man may sit under his own vine and fig tree, and none shall make him afraid."

The Gardeners came in white coats, vests and pantaloons, wearing bouquets.

The Millers and Flour Inspectors with silk badges containing devices of the tools of their profession and a sketch of the railroad, were followed by the Bakers and Victuallers.

Tailors: A float drawn by four horses contained a representation of a tailor shop with six journeymen at work making a coat, the cloth of which was made by the "Weavers" during the parade. A conspicuous banner contained the following motto: "And they sewed fig leaves together."

Blacksmiths and Whitesmiths: This body of artisans distinguished by blue ribbons carried the implements with which to begin the road—a pick, a spade, a stone-hammer and trowel, all specially made for the occasion. The motto on the banner carried was: "By hammer and hand all arts do stand."

Then came the Steam Engine Makers, Rollers of Copper and Iron and Millwrights. They carried a large banner with the strange device:

"We join like brothers, hand in hand,
Called by the world a millwright band."
"Millwrights do their work prepare
By water power, steam or air."

The Weavers, Bleachers, Dyers and Manufacturers of Cotton and Wool came next. On a large float drawn by four horses was the loom which made the cloth from which the tailors made the coat for the venerable Carroll.

The Carpenters, Lumber Merchants and Plane Makers were next in line. They carried a banner on which was drawn a railroad depot, warehouses,

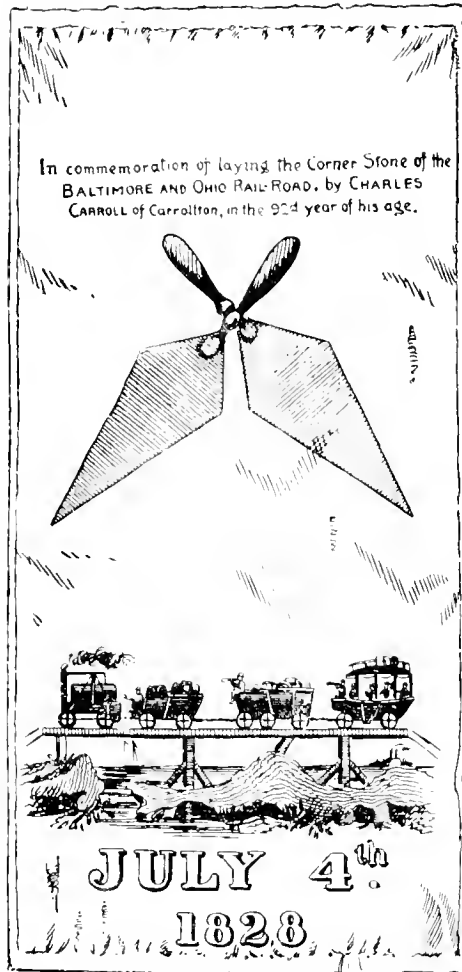
etc. In the foreground was a Doric arcade, through the center arch of which was represented a locomotive engine approaching the depot. The arcade bore the inscription: "Railroad to the Ohio, July 4, 1828."

The Stone Cutters followed with the "First Stone of the Baltimore & Ohio Railroad" on a handsome car, in the center of which was a plinth covered with green baize, on which the marble stone was placed.

The Masons and Bricklayers came next wearing silken badges, a fac-simile of which is printed herein. In the following order came the Painters, Cabinet Makers, Chair Makers, Ornamental Chair Painters, Tanners and Curriers, Cordwainers, Hatters, Turners and Machine Makers, Coopers, Saddlers and Harness Makers, Coach Makers, Coach Trimmers, Coach Painters, Cedar

Coopers, Coppersmiths, Brass Founders, Tin Plate Workers, Printers, Book Binders, Watch Makers, Jewelers, Silversmiths, Engravers, Glass Cutters, Ship Carpenters, Boat Builders, Rope Makers, Riggers, Sail Makers, Pilots, Ship Captains, Mates and Seamen, Draymen and the numerous societies of the city of Baltimore.

The floats, interesting as they were throughout were too numerous to mention. A great ship drawn on floats and manned with a "full" crew, furnished the principal amusement to the delighted people. The old accounts use the word "full" with a double meaning, as the log of the good ship "Union" proves that the crew were very convivial spirits. During the ceremony of the breaking of the ground, the crew of the ship sang the following to the tune of "Hail to the Chief"



FAC-SIMILE OF BADGE WORN IN THE GREAT CELEBRATION ON JULY 4, 1828, AT BALTIMORE.

"Hail to the road which triumphant commences,
Still closer unite the east and the west,
Hail to the hope in our vision that glances,
With prosperous commerce again to be blest.
Cheer, loudly cheer, the patriotic sage,
Who first of all tugs in spite of his age,
Then cheerily together our efforts uniting,
Let's help the great work in advancing,
O, dear and glorious be the day
Which causes all this grand display;
O, long remembered may it be,
Through Baltimore's prosperity."

SONG FOR THE DAY.

Written by Mr. John Cole and sung on the occasion of the laying of the corner-stone of the Baltimore & Ohio Railroad, July 4, 1828. Tune of "We're a' Noddin'."

HERE'S a road to be made,
With the Pick and the Spade,
'Tis to reach to Ohio, for the benefit of trade:
Here are mountains to be level'd,
Here are valleys to be fill'd,
Here are rocks to be blown, and bridges too to build.
And we're all hopping, skipping, jumping,
And we're all crazy here in Baltimore.

See the crowds of men and boys,
What a bustle! What a noise!
Sure all the world is here to participate our joys.
Here's the matron and the prude,
"O boys you're very rude,"
And here's old Paul Pry, with his "hope I don't intrude."
For we're all prying, peeping, looking,
For we're all gaping here in Baltimore.

Come, come along with me,
And you'll see the Committee,
And the venerable Carroll, the friend of liberty:
The hand that held the pen,
Never falters, but again
Is employed with the spade to assist his fellow men.
For they're all digging, blowing, blasting.
For they're all working here in Baltimore.

Here's the Mayor and the Council,
And the Judges of the Court,
Here's the Sheriff and the Marshall, and Collector of the Port:
Here's the pulpit and the bar,
Here are strangers from afar,
And here's what remains of the mighty men of war,
Who are all going one after t'other.
There's very few left us here in Baltimore.

Here's the Brotherhood so true,
All in purple and in blue,
With their badges and their tools, all ready for the work,
See there's the Royal Arch.
How beautifully they march,
And the Knights of the Temple to protect us from the Turk.
For they're all cutting, slashing yonder,
But we don't fear them here in Baltimore.

Here's the trades with their banners,
Coopers, Curriers and Tanners.
With the Carpenters and Saddlers, and Hatters not a few:
Here's the Butchers with their cleavers.
Painters, Plasterers and Weavers.
And Pat with the shovel and drop of whiskey too.
For we're all drinking, toasting, tippling,
For we're all tipsy here in Baltimore.

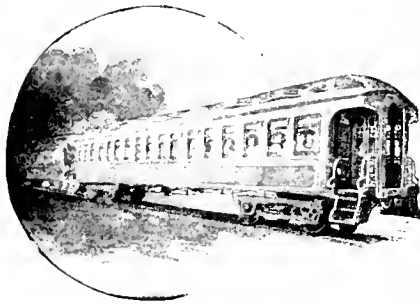
Here's the Tailors! What a sight!
And the Smiths black and white,
And here come the Shoemakers who fit us left and right,
Here's the men who cut the Glass,
And those who work in Brass,
And the Printers with the Devil, stand by and let 'em pass,
For they're all busy printing verses,
On the grand show we have in Baltimore.

Here's the Captains and the Mates,
With the ship United States,
Here's the Builders and Riggers, with the Makers of the Ropes,
Here's the Pilots with their compass,
Carters, Draymen—What a rumpus!
With the Juvenile Association, marshal'd all in groups,
For we're all marching, march, march, marching,
For we're all marching here in Baltimore.

Now halt the parade,
While the Corner Stone is laid,
And the prayers ascend to heaven to aid the enterprise:
See Rountree with his band,
Takes an elevated stand,
And the Carrollton March re-echoes to the skies:
We shall all play it, whistle it and sing it,
We shall all play it here in Baltimore.

And when the road is made,
With the Pick and the Spade,
In the Locomotive Engine they put a little fire,
And while the kettle boils,
We may ride three hundred miles,
Or go to bed in Baltimore, and breakfast in Ohio;
For they're all waiting, hoping, praying,
For a quick way to come to Baltimore.

Chorus.—O we're all full of life, fun and jollity,
We're all crazy here in Baltimore.



HUNTING AND FISHING RESORTS ON THE BALTIMORE & OHIO RAILROAD.

Nearest Railroad Station on B & O R R	SHOOTING		FISHING						Guide's Charges, Per Day	Livery Charges, Per Day	Hired Boats, Per Day	Character of Country
	Kind of Game	Open Season	Name of Stream	Dist from Sta., miles	Kind of Fish	Best Months for Fishing						
Aberdeen, Md.	Canvas-back, Red heads, Black heads, Widgeons, Teal and Marsh Ducks	Nov. 10 to April 15	Potomac Bay and tributaries.	5	Striped Bass, Perch and Pike.	July to Sept.	\$10.00 incl. shoot- ing box.	\$1.50	\$1.00 to \$3.00	Open and wet.	
Alton, Md.	Canvas-backs, Red heads, Black heads, Teal, etc.	Nov. to April	Susquehanna River and Plats.	5	Perch, Rock Bass, etc.	Aug. and Sept.	3.00	2.00	Open and wet.	
Akron, O.	Black heads, Quail	Nov. 15, Dec. 15	Portage Lake	Close.	Bass and Perch.	Open.	
Avalonia, O.	Ducks and Quail	Nov. 15, Dec. 15	Reservoir	Close.	Bass and Pike	3.00	Open.	
Baltimore, W. Va.	Ducks and Gray Squirrels and Quail.	Nov. to Jan.	Fish Creek	Close.	Bass and Small Fish	April to Sept.	Open, wooded, rocky and hilly.	
Bellville, O.	Ducks and Quail	Nov. 15, Dec. 15	Licking River	Close.	Black Bass	April to Oct.	Moderate.	2.00 to 5.00	2.00 to 2.50	Open, wooded, rocky, hilly, wet and dry.	
Berkley Springs, W. Va.	Wild Turkeys, Pheasants, Quail, Woodcock, Rabbits, Deer and Bear.	Sept. to Dec.	Great Cacapon, Sir John's Run and Cacapon River.	2 to 12	Suckers, Eels, Carp, Bass, Trout and Black Bass.	April to Oct.	Open and wooded.	
Boyd's, Md.	Rabbits, Squirrels, Part Robins.	Nov. and Dec.	Potomac	9	Bass and German Carp	April and May	1.00	Open and wooded.	
Bradshaw, Md	Pheasants, Quail, Squirrels, Rabbits, etc.	Sept. to Feb.	Little Gunpowder	3	Game only	May and June	Moderate.	Open, wooded, rocky, hilly, wet and dry.	
Carroll, W. Va.	Squirrels, Rabbits, Quail.	Nov. and Dec.	North Fork, South Fork Hughes River.	6 to 12	Pike, Perch, Catfish, etc.	April to July	2.00	50c. to 75c.	Wooded, rocky and hilly.	
Camerton, W. Va.	Rabbits and birds	Nov. and Dec.	Fish Creek	6	Bass, Carp and Catfish.	April and May	4.00	2.00	Wooded, rocky and hilly.	
Cedar Creek, Va.	Partridges, Wild Turkeys, Pheasants, Wild Ducks.	November.	Cedar Creek	3	Black Bass and Suckers.	September.	Moderate.	1.50 to 3.00	1.00	Wooded, rocky, wet, dry.	
Charlestown, W. Va.	Partridges, Wild Turkeys, Pheasants, Wild Ducks.	Nov. and Dec.	Shenandoah River	3	Black Bass, Catfish, Perch and Suckers.	July to Oct.	1.00	Wooded and open.	
Cheat Haven, Pa.	Wild Turkeys, Pheasants, Quail, Rabbits, etc.	Fall and Winter	Beaver Hole and Cheat River.	8 to 9	Perch, Salmon, Red Fins, Pike and Catfish.	March to Sept.	1.00	1.00 to 1.50	Wooded, rocky and hilly.	
Clarkburg, W. Va.	Wild Turkeys, Pheasants, Quail, Rabbits, Wild Turkeys, Partridges, Rabbits and Squirrels.	Oct. and Nov.	Elk-Gandy, Kanawha	41 to 105	Bass and Trout	April and May	1.00 to 2.00	3.00	1.50 to 2.00	Rolling, dry and wooded.	
Claysville, Pa.	Deer, Squirrels, Rabbits and Small Game.	Sept. to Nov.	1.00 to 2.00	Wooded, hilly and dry.	
Confluence, Pa.	Deer, Squirrels, Quail and Small Game.	Sept. to Nov.	Youghiogheny, Casselman and North Fork Rivers	Close.	Black Bass and Trout.	April to Sept.	2.00 to 3.00	1.50 to 2.00	Wooded and hilly.	
Corinth, W. Va.	South Fork Rivers	3	Mountain Trout	Wooded.	
Cowenton, Md	Bever's Fishing Shore	3	Pike, Perch, Catfish, Sun- fish, Gudgeons and Eels.	May to Sept.	Open.	
Cumberland, Md	Wild Turkeys, Pheasants, Squirrels and Quail.	Oct. and Nov.	Patterson Creek	8 to 18	Bass and Suckers.	Oct. and Nov.	3.00 to 4.00	Open, wooded, rocky, hilly, and marshy.	
Doules, Md	Rabbits, Squirrels, Foxes	Sept. to Nov.	Monocacy and Potomac Riv.	3	Bass, Chubs, Perch, Carp	March, April.	1.50	1.50 to 2.50	1.50	Various.	
Deer Park, Md	Pheasants, Wild Turkeys, Woodcock and Squirrels.	Sept. and Oct.	Monocacy and Potomac Rivers and Lake Cleveland	5 to 7	Trout	April and May	3.00 to 7.00	1.50	Wooded and hilly.	
Dunbar, Pa.	Turkeys, Pheasants and Squirrels.	All the year.	Yough River	Close.	Bass.	April to Oct.	Rocky.	
Edinburg, Va.	Deer, Bear, Fox, Rabbits, Squirrels, Coons, Quail and Turkeys.	Nov. to Dec.	Big Springs, Red banks, Hoffman's Quarry.	1 1/2	Bass, Suckers, Perch and Eels.	Any time of the year.	2.00	2.50 to 3.00	1.50	Wooded and hilly.	
Fairfield, Va.	Small Birds	Nov. and Dec.	Close.	Small Fish.	Fall Months	Moderate.	Moderate.	1.50	Wooded.	
Farmington, W. Va.	Squirrels, Rabbits and Quail	Nov. and Dec.	Monocacy River.	Close.	Perch, Suckers and Sun- fish.	Fall Months	2.50	1.50	Wooded and hilly.	
Folsom, Pa.	Deer and Rail Birds.	Nov. and Dec.	Delaware River	Close.	Catfish, Sunfish, Perch.	Sept. and Oct.	3.00	Moderate.	Partially wooded, heavy with reeds.	
Frederick Junction, Md.	Rabbits, Pheasants and Partridges.	Nov. until end of season	Monocacy River.	Close.	Bass and Carp	Sept. and Oct.	Rolling.	
French's, W. Va.	Deer, Squirrels, Rabbits and Partridges.	Nov. to Jan.	South Branch.	1 to 40	Black Bass and Suckers	Aug. and Sept.	Mostly woods, hilly.	
Garret, Pa.	Squirrel, Quail, Turkey	Fall	Willis Creek.	Close.	Trout and Bass.	June, July, Aug.	2.00 to 3.00	1.00	Rocky and hilly.	
Glencoe, Pa.	Wild Turkeys, Pheasant, Rabbit, Turkey.	Close.	Close.	Trout	Fall and Winter	75c.	Open, wooded, hilly, dry.	
Great Cacapon, W. Va.	Wild Turkeys.	Sept. to Oct.	Potomac and Cacapon Riv- ers.	5 to 20	Black Bass	Apr., July, Sept., Oct., Nov.	1.00 to 2.00	Wooded and hilly, dry.	
Hagerstown, Md.	Deer, Bear, Squirrels and Rabbits.	Sept. to Feb.	Connocheague and Potomac Rivers.	5	Black Bass	Sept. and Oct.	3.00	1.00 to 2.50	Open.	
Hancock, Md	Pheasants, Partridges.	Potomac River	Close.	Black Bass	Sept. and Oct.	2.00 to 2.50	1.50 to 2.00	Hilly and dry.	
Hartford, Md	Quail, Turkeys, Rabbits and Squirrels.	Push River	3	White and Yellow Perch and Crabs.	July and Aug.	1.50	2.00 to 4.00	2.00	Open, wooded and hilly.	
Harper's Ferry, W. Va.	Shenandoah River	Black Bass and Carp.	May to Dec.	2.00	Open and wooded, rocky and hilly.	

Locality	Game	Season	Abundance	Remarks	Notes
Havre de Grace, Md.	Woodcock and Ducks.	Nov. to March	Close.	Susquehanna River and Creek.	All kinds.
Jackson, Md.	Carvers-back Ducks, etc.	Nov. to Jan.	14	Susquehanna River and Creek.	Open.
Keyser, W. Va.	Deer and Wild Turkeys.	Sept. to Jan.	15 to 30	Mountain Streams	Mountains.
Knoxville, Md.	Deer and Blackbirds and Crows.	Aug. and Sept.	Close	Potomac River	Marshy, comparatively dry.
Lansdowne, Md.	Carvers-back, Red-heads and Black-heads.	Nov. to April	1 to 3	North East River and Chesapeake Bay	Mostly open and marshy.
Leslie, Md.	Deer, Partridges, Pheasants, etc.	Early Spring and Fall	10 to 15	Miller's and Baldony Falls	Open and rolling
Lexington, Va.	Squirrels, Pheasants and Partridges.	Nov. 15, Dec. 15, Oct. 1, Nov. 1, Dec. 1	Close.	Beaver Dam	Open
Linton, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Chappawa Lake	Wooded, hilly, dry
Loft, O.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded, rocky, hilly and dry
Magnolia, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Marbleton, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Martinsville, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Middletown, Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Monteville, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Mountain Lake Park, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Mountsaint, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
North Mountain, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Opoka, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Orleans Road, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Palestine, O.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Pinkett, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Point of Rocks, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Rockwood, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Rowlesburg, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Roxbury, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Sand Patch, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Sandusky, O.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Sandy Hook, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Shannon, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Somelet, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Stoughton, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Stoughton, Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Stoughton, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Taylorsville, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Tunnetton, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Valley Falls, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Van Hook, Md.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Van Hook, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Waverly, W. Va.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Winnington, Ind.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Wood Salisbury, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry
Wyland, Pa.	Deer, Rabbits, Squirrels and Turkeys.	Sept. to Jan.	2	Beaver Dam	Wooded and open, level and hilly, dry

* Where no rates are given, professional guides cannot be obtained. † Direct rail connection to Camden-on-Stauley.

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 52R DAILY	No. 510 EXCEPT SUNDAY	No. 512 EX SUND 5 HOUR	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	PM	NIGHT	AM
LV. WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	8.00	12.01	9.00
LV BALTIMORE, CAMDEN STA.	7.55	8.50	10.50	12.57	2.15	3.49	6.00	9.00	1.15	9.50
LV BALTIMORE, MT. ROYAL STA.	7.59	8.54	10.54	1.01	2.20	3.53	6.04	9.05	1.20	9.54
AR PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	11.40	3.55	12.00
AR NEW YORK, LIBERTY ST.	12.35	1.20	3.00	5.35	7.00	8.10	10.40	3.20	5.52	2.20
AR NEW YORK, WHITEHALL TER.	12.40	1.25	3.05	5.40	7.05	8.15	10.45		5.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY 5 HOUR	No. 535 EX SUND 5 HOUR	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV NEW YORK, WHITEHALL TER.		7.55	10.00	11.30	1.00	1.45	3.30	4.55	5.55	12.15
LV NEW YORK, LIBERTY ST.	4.30	8.00	10.00	11.30	1.00	1.45	3.30	5.00	6.00	12.15
LV PHILADELPHIA	8.00	10.25	12.20	1.37	3.07	4.20	5.42	7.30	8.35	3.35
AR BALTIMORE, MT. ROYAL STA.	10.04	12.41	2.25	3.36	5.06	6.42	7.49	9.32	10.41	6.04
AR BALTIMORE, CAMDEN STA.	10.08	12.45	2.30	3.40	5.10	6.45	7.53	9.36	10.45	6.12
AR WASHINGTON	11.00	1.40	3.30	4.30	6.00	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV NEW YORK, WHITEHALL TERMINAL	10.00 AM	1.45 PM	3.30 PM	5.55 PM	4.55 PM		12.15 NT
LV NEW YORK, LIBERTY STREET	10.00 AM	1.45 PM	3.30 PM	6.00 PM	5.00 PM	4.30 AM	12.15 NT
LV PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	7.30 PM	8.00 AM	8.00 AM
LV BALTIMORE, MT. ROYAL STATION ..	2.26 PM	6.42 PM	7.49 PM	10.41 PM	9.32 PM	10.04 AM	10.04 AM
LV BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.30 PM	10.55 PM	9.40 PM	10.12 AM	10.25 AM
LV WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	10.45 PM	11.05 AM	11.25 AM
AR PITTSBURG			6.35 AM			8.00 PM	
AR WHEELING		8.20 AM					
AR COLUMBUS		11.35 AM		2.55 PM			
AR TOLEDO				6.35 PM			
AR CHICAGO		9.00 PM				10.00 AM	12.00 NN
AR CINCINNATI	8.00 AM			5.20 PM			2.50 AM
AR INDIANAPOLIS	11.45 AM			10.35 PM			5.50 AM
AR LOUISVILLE	12.22 PM			9.15 PM			7.10 AM
AR ST. LOUIS	6.40 PM			7.36 AM			12.40 PM
AR ROANOKE					7.20 AM		
AR KNOXVILLE					3.45 PM		
AR CHATTANOOGA					7.20 PM		
AR MEMPHIS				8.18 AM	7.40 AM		8.20 PM
AR NEW ORLEANS				7.45 PM	10.30 AM		8.30 AM

Through Pullman Sleepers to all points. NOTE On Sundays leave New York at 1.45 p. m., Philadelphia 4.20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV CHICAGO	8.30 AM	2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV TOLEDO	4.55 PM						
LV COLUMBUS	8.55 PM			6.00 PM			
LV WHEELING				12.25 AM			
LV PITTSBURG			8.05 AM		9.00 PM		12.35 PM
LV ST. LOUIS	8.20 AM	2.35 AM					
LV LOUISVILLE	2.10 PM	8.05 AM					
LV INDIANAPOLIS	2.45 PM	8.05 AM					
LV CINCINNATI	6.35 PM	12.05 PM					
LV NEW ORLEANS		9.00 AM				6.00 PM	
LV MEMPHIS		8.45 PM				8.00 PM	
LV CHATTANOOGA						8.20 AM	
LV KNOXVILLE						11.55 AM	
LV ROANOKE						11.30 PM	
AR WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	5.35 AM	7.40 AM	11.20 PM
AR BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.45 AM	12.45 AM
AR BALTIMORE, MT. ROYAL STATION ..	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR NEW YORK, WHITEHALL TERMINAL ..	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

** Daily, except Sunday*

THROUGH PULLMAN PALACE CAR SERVICE.

PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B. & O. FINEST SERVICE IN THE WORLD. SOUTHERN
DISTRIBUTED TRAINS. PARLOR COACHES.

BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Buffet Drawing Room Car Buffalo to Washington. Observation Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Buffet Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. "**Royal Limited.**" **Five Hour Train.** Buffet Parlor Car New York to Washington.
- No. 507. Buffet Parlor Car New York to Washington. Dining Car Baltimore to Washington, on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia. On Sunday, New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST. LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Observation Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellane. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Columbus and Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Indianapolis and Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Louisville and Cincinnati to Baltimore. Sleeping Car Toledo and Columbus to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
- No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Chicago, Indianapolis and Cincinnati to Baltimore. Dining Cars serve all meals.
- No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Drawing Room Cars Chicago to Baltimore. Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8. Drawing Room Sleeping Cars Chicago to New York. Sleeping Car Newark to Washington. Dining Cars serve all meals.
- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
- No. 44. Sleeping Car New Orleans to New York, and Memphis to Washington.
- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

LIST OF OFFICERS BALTIMORE & OHIO RAILROAD

JOHN K. COWEN, OSCAR G. MURRAY,
Receivers, Baltimore, Md.

EXECUTIVE DEPARTMENT.

JOHN K. COWEN, President Baltimore, Md. J. V. McNEAL, Asst. Treasurer, Baltimore, Md.
W. H. LEAMS, Treasurer Baltimore, Md. C. W. WOODFORD, Secretary, Baltimore, Md.

ACCOUNTING DEPARTMENT.

H. D. BULKLEY, Comptroller Baltimore, Md. J. M. WALKINS, Auditor of Revenue, Baltimore, Md.
Geo. W. BOOTH, Gen. Auditor Baltimore, Md. A. E. DUNLAP, Auditor of Disbursements, Baltimore, Md.

OPERATING DEPARTMENT.

WM. M. GREENE, Gen. Manager Baltimore, Md. DAVID LEE, Eng'r Maint. of Way Lines West of Ohio River,
W. F. MANNING, Chief Engineer " Zanesville, O.
THOS. FITZGERALD, General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Baltimore, Md. C. C. F. BENT, Supt. Philadelphia Division, Philadelphia, Pa.
Wm. GIBSON, Assistant General Superintendent Main Stem, Philadelphia and Pittsburg Divisions, Pittsburg, Pa. JOHN E. SCHERRER, Supt. Balt. Div. Main Stem,
J. VAN SMITH, Gen. Superintendent New York Division, Baltimore, Md.
Foot of Whitehall Street, New York. R. M. SULLIVAN, Supt. Western Div. Main Stem,
J. M. GRAHAM, Gen. Supt. Trans. Ohio Divisions, Newark, O. Gratton, W. Va.
D. T. MCKENY, Supt. of Transportation, Baltimore, Md. THOS. C. PRINCE, Supt. Harper's Ferry and Valley Division,
HARVEY MIDDLETON, Gen. Supt. Motive Power, Baltimore, Md. Winchester, Va.
F. A. HUSTED, Supt. Middle Div., Cumberland, Md.
J. S. NOBLE, Supt. Connellsville Div., Connellsville, Pa.
JOHN BARRON, Superintendent Pittsburg Div. Pittsburg, Pa. J. B. GLOVER, Supt. Ohio and Midland Divisions, Newark, O.
P. C. SYKES, Superintendent Chicago Division, Garrett, Ind. J. T. JOHNSON, Superintendent Akron Division, Akron, O.
W. H. HARRISON, Supt. Motive Power Lines West of Ohio River, Newark, O. CHAS. SELDEN, Superintendent Telegraph, Baltimore, Md.

PURCHASING DEPARTMENT.

I. H. BANKARD, Purchasing Agent, Baltimore, Md. J. W. FRANKLIN, Fuel Agent Lines West of the Ohio
CHAS. FRICK, Fuel Agent Lines East of the Ohio River, River, Newark, O.

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D. B. MARTIN, Manager Passenger Traffic, Baltimore, Md. C. E. DEDROW, Trav. Pass. Agent, Harper's Ferry, W. Va.
J. M. SCHRYVER, Gen. Pass. Agt. Lines East of Ohio River, J. T. LANE, Travelling Passenger Agent, Wheeling, W. Va.
Baltimore, Md. R. C. HAASE, Travelling Passenger Agent, Newark, O.
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MILEAGE

MAIN STEM AND BRANCHIES	784 38
PHILADELPHIA DIVISION	129 00
PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1 309 68
TRANS-OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	
TOTAL MILEAGE OF SYSTEM	774 25
	2 083 93

Magnificent
Scenery 



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en route to Mountain Resorts
of the Alleghenies



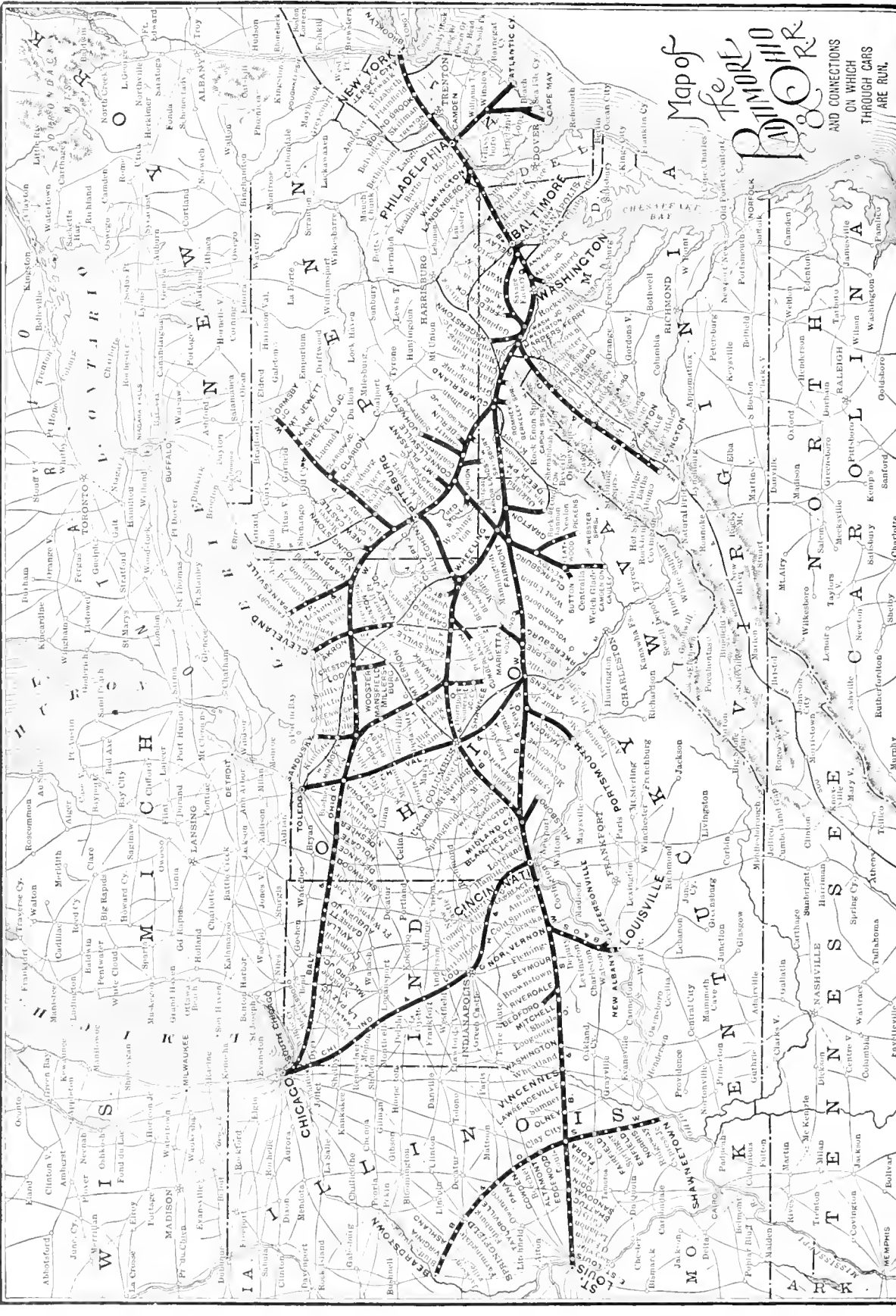
Observation Cars between

Baltimore and Pittsburg
Baltimore and Cincinnati

Over Different Routes
West of Cumberland 

  **The Picturesque Route of America**

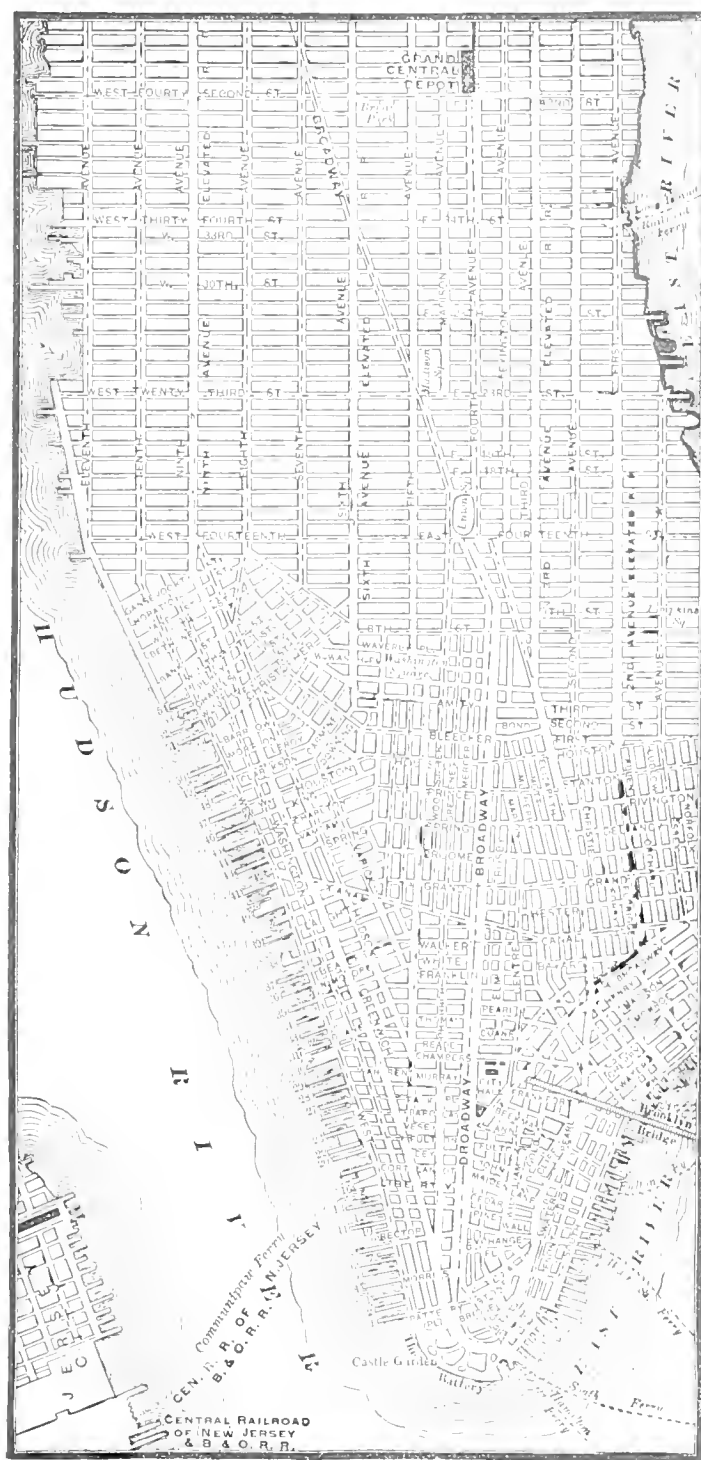
The "Book of the Royal Blue" for August will be a Midsummer Number, and of special interest. Send eight (8) cents in stamps for copy after July 25.



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the
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AND
POTOMAC R.R.
AND CONNECTIONS
ON WHICH
THROUGH CARS
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EAST AND WEST



CALENDAR • 1898



JANUARY							FEBRUARY							MARCH							APRIL						
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A SUMMER PILGRIMAGE.

"To kneel before some saintly shrine,
To breathe the health of airs divine,
Or bathe where sacred rivers flow,
The cowed and turbaned pilgrims go,
I too, a palmer, take, as they,
With staff and scallop shell my way,
To feel, from burdening cares and ills,
The strong uplifting of the hills."

Whittier.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY BY THE
PASSENGER DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD.

VOL. I.

BALTIMORE, AUGUST, 1898.

NO. 11.

THE VALLEY OF THE SHENANDOAH.

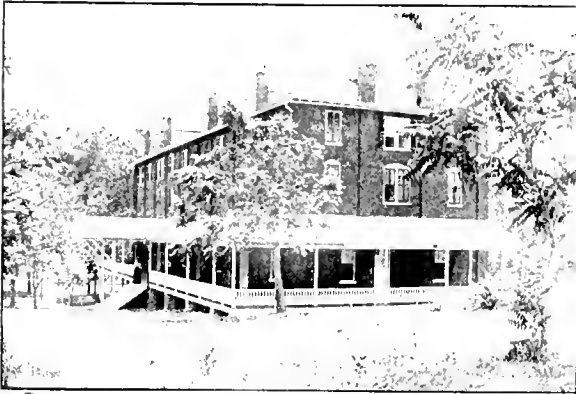
AT Harper's Ferry, where Maryland, Loudon and Bolivar Heights each in turn throw their shadows on the confluence of the Potomac and Shenandoah Rivers, the beautiful "Valley of the Shenandoah" commences. Rich in historic lore, unsurpassed in beauty and proud of its ancestry, this lovely valley of Virginia rests quietly in the bosom of the Blue Ridge and Allegheny Mountains, happily oblivious of the rushing, boiling turmoil of busy life outside of its mountain walls. All is peace and rest-

fulness now, and, indeed, it is well earned, for there is hardly a foot of ground in all the valley but what has felt the tread of soldier's feet and has been shaken by the thunder of artillery.

Leaving Harper's Ferry, the Valley division of the Baltimore & Ohio Railroad wends its way to the southward in companionship with the Shenandoah River. The scenery is so diversified as to almost defy description. To the west are the North and Shenandoah Mountains; to the east the hazy outlines of the



JEFFERSON'S ROCK, HARPER'S FERRY, W. VA.

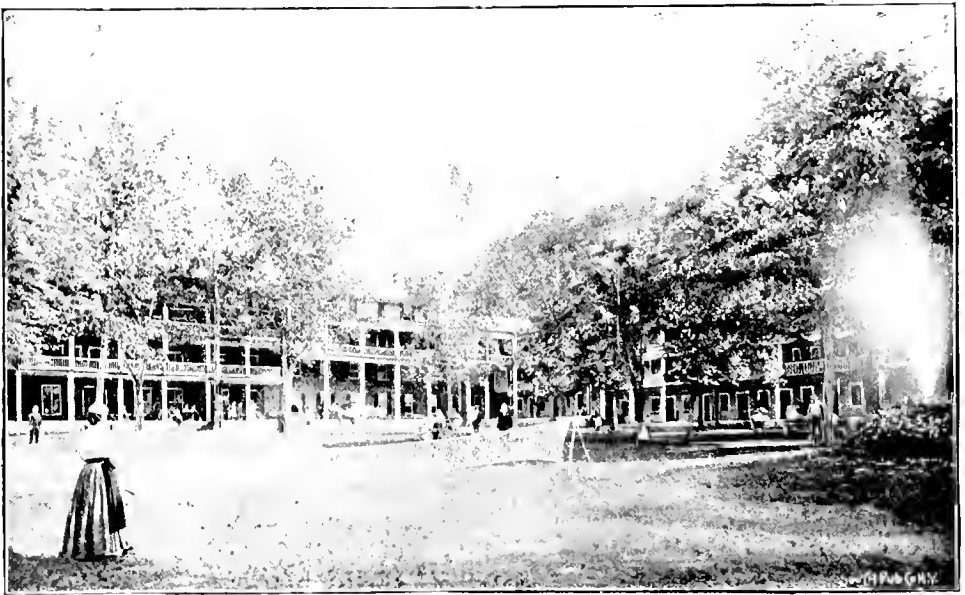


MAIN BUILDING, JORDAN'S WHITE SULPHUR SPRINGS

For miles the river is a turbulent mountain stream, breaking into exquisite cataraacts, often dashing in falls from fifteen to twenty feet.

The first station of any importance is Charlestown, where John Brown and his companions were tried and hanged.

Seventeen miles further is Stephenson, the railway station nearest to Jordan's White Sulphur Springs, one of the most popular health resorts in the Valley. Surrounded by mountain forests, the fragrance of the pine trees add to the exhilarating influences of the mountain air. As its name implies,



ROCK LINN SPRINGS VA

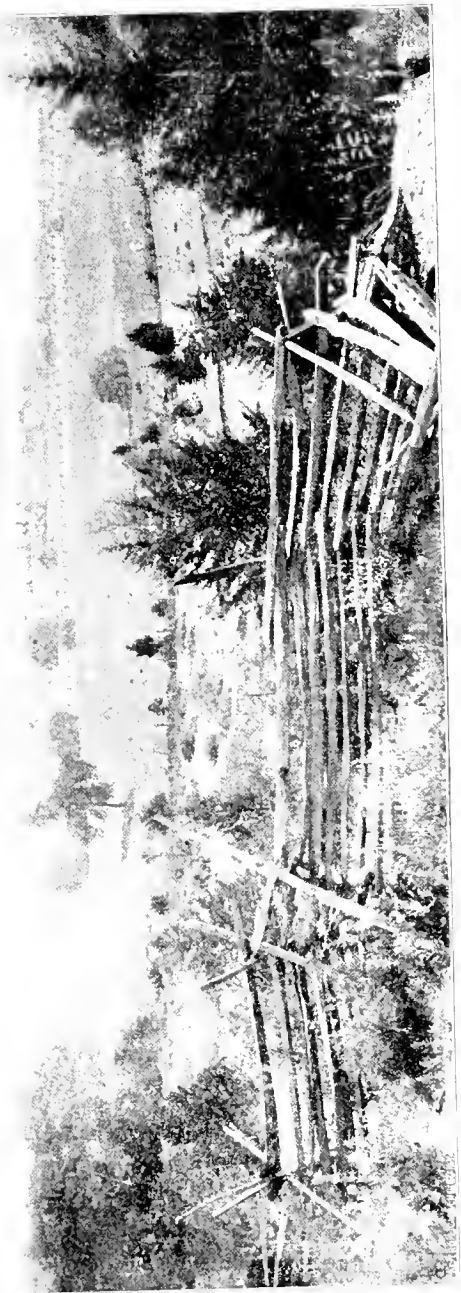
Blue Ridge; while stretching to the southward in rolling splendor is the rich valley which seldom fails in yielding a bounteous harvest to reward the toil of the sturdy Virginian.

Let us imagine we are on our way to one of the many Spring resorts some where down in the beautiful valley and are requested to "write home" concerning all the points of interest. The letters will be full of information and pleasant memories.

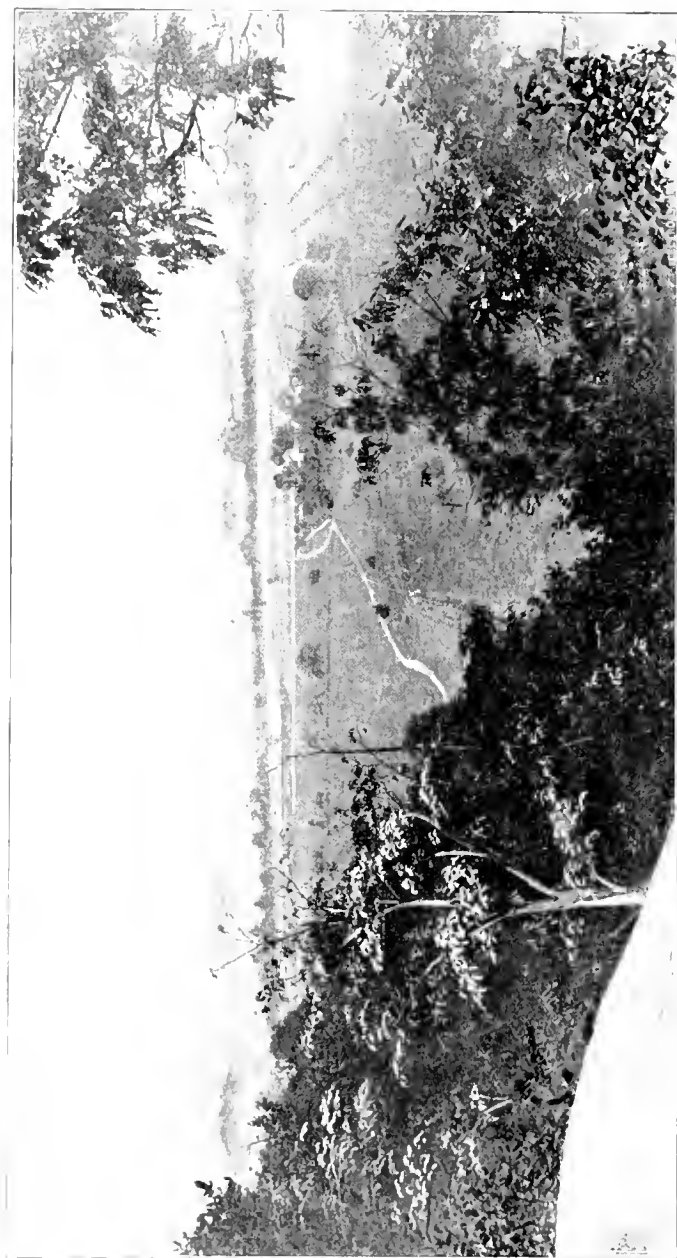
The railroad leaving Harper's Ferry rounds the base of Bolivar Heights, under the shadow of "Jefferson's Rock," from which the most magnificent view of the surrounding country can be seen.



THE SPRING AT JORDAN'S WHITE SULPHUR



STRASHER EG. SHUNANDOGAH VALLEY. RAFTING ON A GULCH R. E.



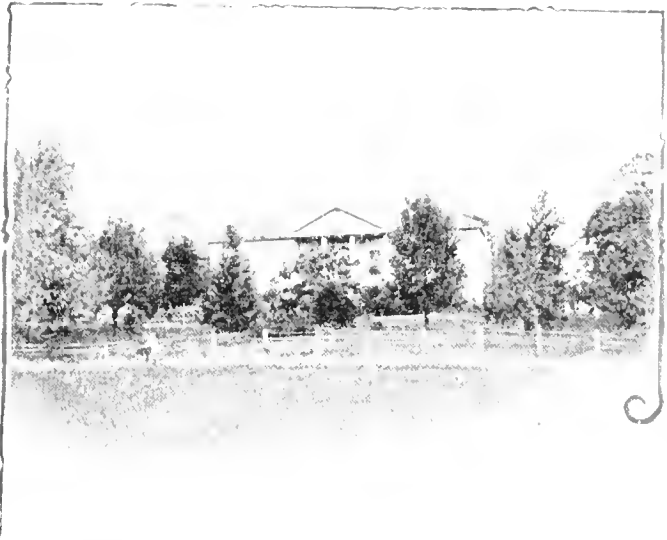
LOOKING ACROSS THE VALLEY

the water is largely impregnated by sulphur. A suitable hotel provides accommodations to visitors until late in the fall.

Five miles from Stephenson's is Winchester, quaint, picturesque and historic, ever ready with that hospitality toward strangers that has made Virginia famous the world over. You have but to refer to history from 1861-1865, and you will find the name of this little city inscribed again and again in connection with deeds of valor.

A stage drive of sixteen miles from Winchester leads to Rock Enon Springs, another little spring resort of delightful associations.

It is situated on the western slope of the mountain range known as the great North Mountain, lying to the west of the beautiful Shenandoah Valley, in a gorge of a wonderful rocky ridge. It is



BELLE GROVE HOUSE CEDAR CREEK, VA. WILLIAM SHERIDAN MADE HIS HEADQUARTERS.

noted for its medicinal baths, which are supplied from the numerous crystal and chalybeate springs which abound in great numbers. There are eight springs within a stone's throw of the hotel, three of which are mineral and of very great efficacy. The Chalybeate Spring is one of the most valuable in the state. This spring is, in some very essential particulars, similar to the far-famed Pyrmont Spring in Waldeck, Germany, which has so long and so deservedly enjoyed a high reputation among physicians.

Leaving Winchester, the territory is so full of historic interest as to invite the visitor to this lovely region to remain days and days to go over the ground and feel the inspiration which always comes when in the presence of some great memory. Kernstown, Stephens City, Middletown and Cedar Creek -- all have their places in history. The



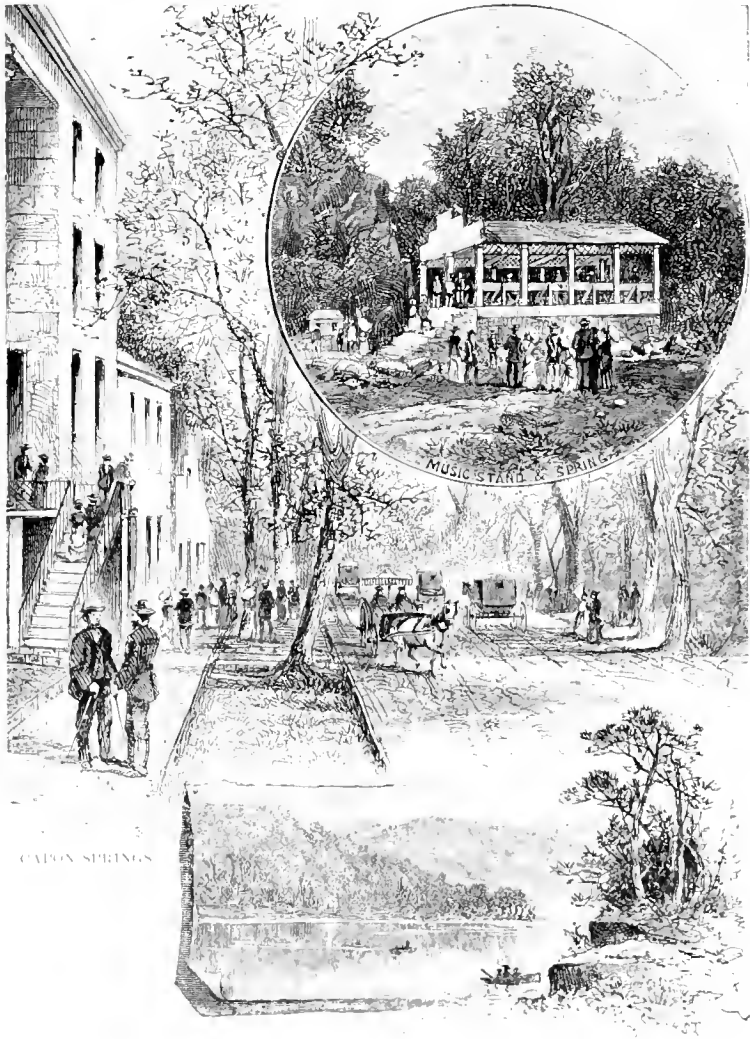
SHENANDOAH ALUM SPRINGS, VA.

latter is immortalized by Buchanan Reid's famous poem, "Sheridan's Ride."

From Capon Road, eighteen miles below Winchester, a stage ride of sixteen miles leads to Capon Springs, one of the largest resorts in the valley. The drive to the springs affords a most delightful diversion, as it is through a

climbs beyond 75 degrees. "Old Virginia" can be found everywhere about Capon Springs. The old thatched taverns and silent, tumbled down, moss covered mills present pictures soothing indeed to one accustomed to the stiff, conventional walls of modern architecture.

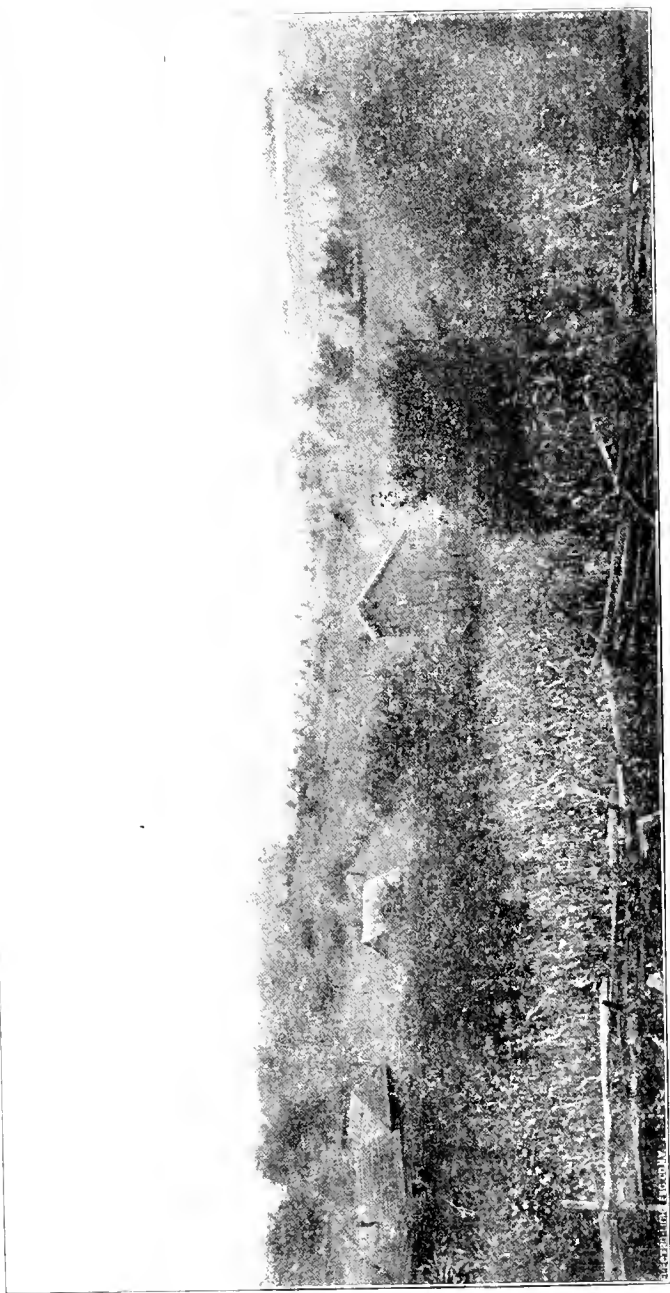
Every one in search of really medic-



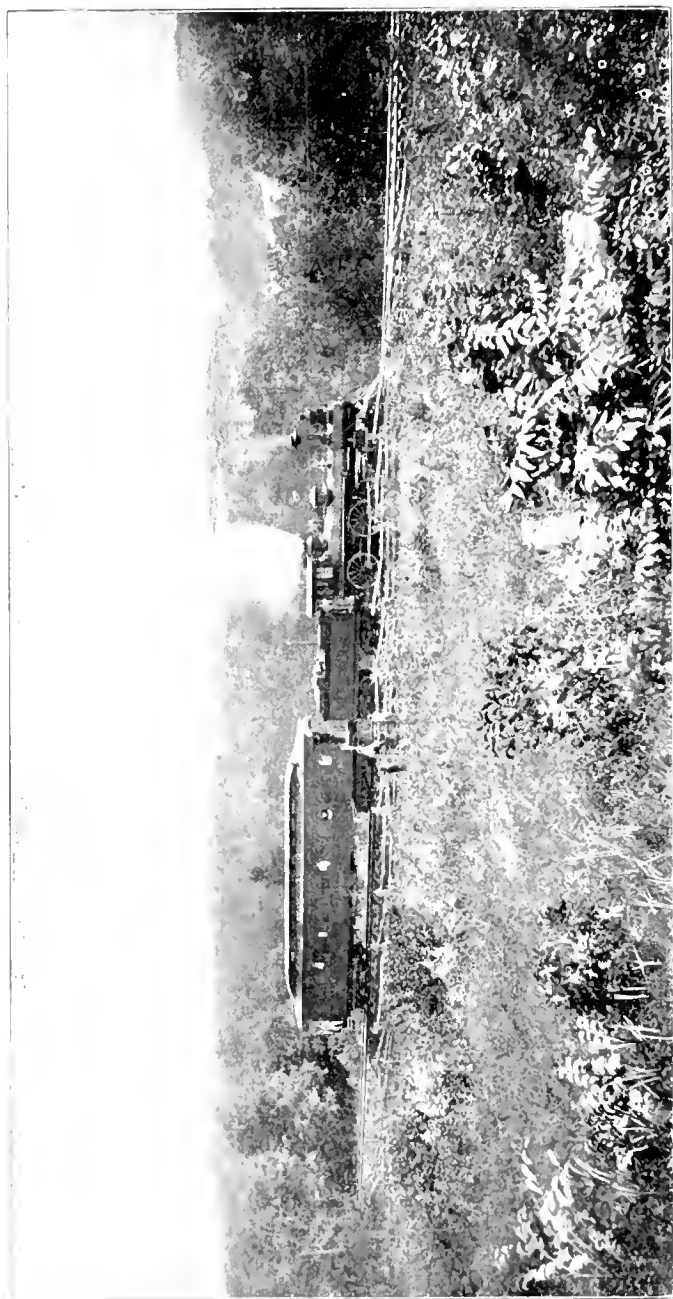
CAPON SPRINGS

wonderfully picturesque mountain country. The "Springs" are nestled in a narrow valley and beside a beautiful little crystal lake of perhaps a mile in length. A commodious southern hotel and cottages make this resort an exceedingly popular summer home. The thermometer in the heated term rarely

inal mineral waters and baths of almost any temperature can find in Capon Springs every variety. Iron and sulphur abound in great quantities and the climate is at all times cool and dry, with an average thermometer during the summer months between 60 and 75 degrees.



NEAR NEW MARKET, VA. ON BALTIMORE & GILBO R.

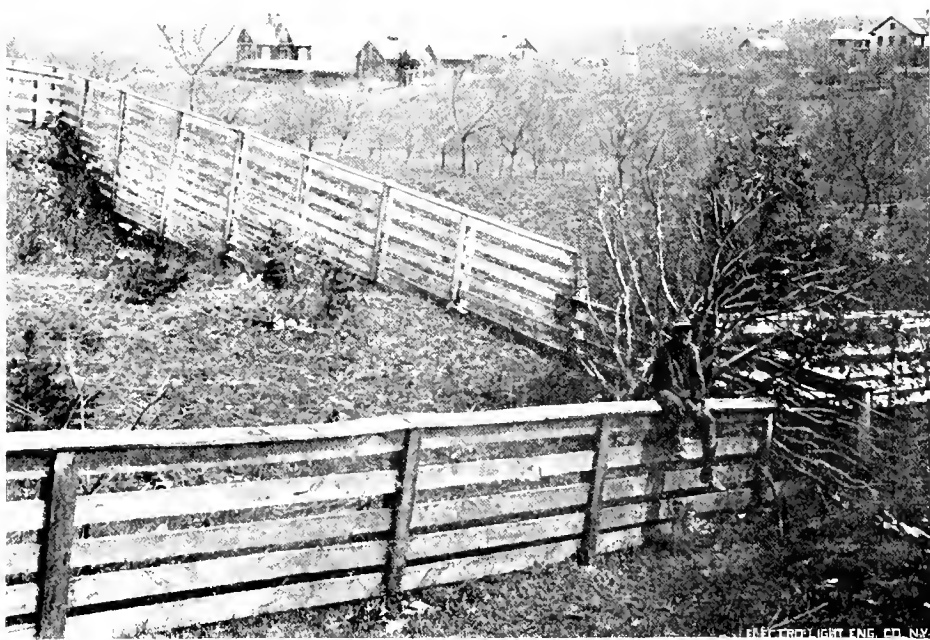


FISHERS HILL, VA. BATTLEFIELD ON BALTIMORE & OHIO R. R.

Three miles beyond Capon Road is Strasburg Junction, the end of the first half of the Valley division of the Baltimore & Ohio Railroad and the commencement of the Southern Railway, which forms the connecting link for the next forty miles to Harrisonburg. On this branch is Mt. Jackson, twenty-two miles below Strasburg Junction, from which point a stage ride of twelve miles leads to the famous Orkney Springs and Shenandoah Alum Springs.

there are also chalybeate, sulphur, iron and arsenic, making this resort a favorite one among invalids.

Fifteen miles below Mt Jackson is Broadway, the railway station for the Lee White Sulphur Springs, which is reached by stage, and thirteen miles below Broadway is Harrisonburg, the terminus of the Southern Railway connection. From Harrisonburg by a stage ride of eleven miles Rawley Springs, Va. is reached. Located on North



A VIRGINIA FARM

Orkney is among the peaks of the Alleghenies, in a beautiful park of 1,200 acres. It is 2,300 feet above the sea level and enjoys the usual delightful climate of this region.

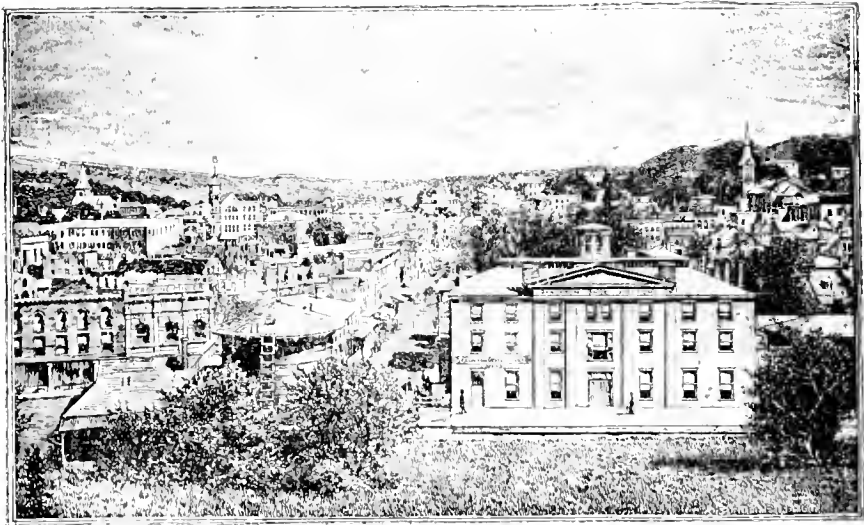
Shenandoah Alum, which, perhaps, is more modest than Orkney, affords a delightful variety of healing waters. The properties of the waters of the springs consist mainly of alum, but

Mountain, at an elevation of 2,000 feet above the level of the sea and nestling in the mountain gorge, it reminds one for all the world of Switzerland. An indescribable view of mountain scenery can be obtained from the hotel and villas. The beautiful forests which cover the mountain tops abound in wild game and the rich trout streams are numerous. Rawley is a well known camping ground

among sportsmen. Like the many other spring resorts of the Virginia Valley it is supplied with pure chalybeate water and is another of the many retreats for invalids and health seekers.

From Harrisonburg to Lexington, Va., sixty-two miles away, the railway passes through some of the most beautiful farms which have made Virginia famous. Staunton is the largest city passed through and the tourist who

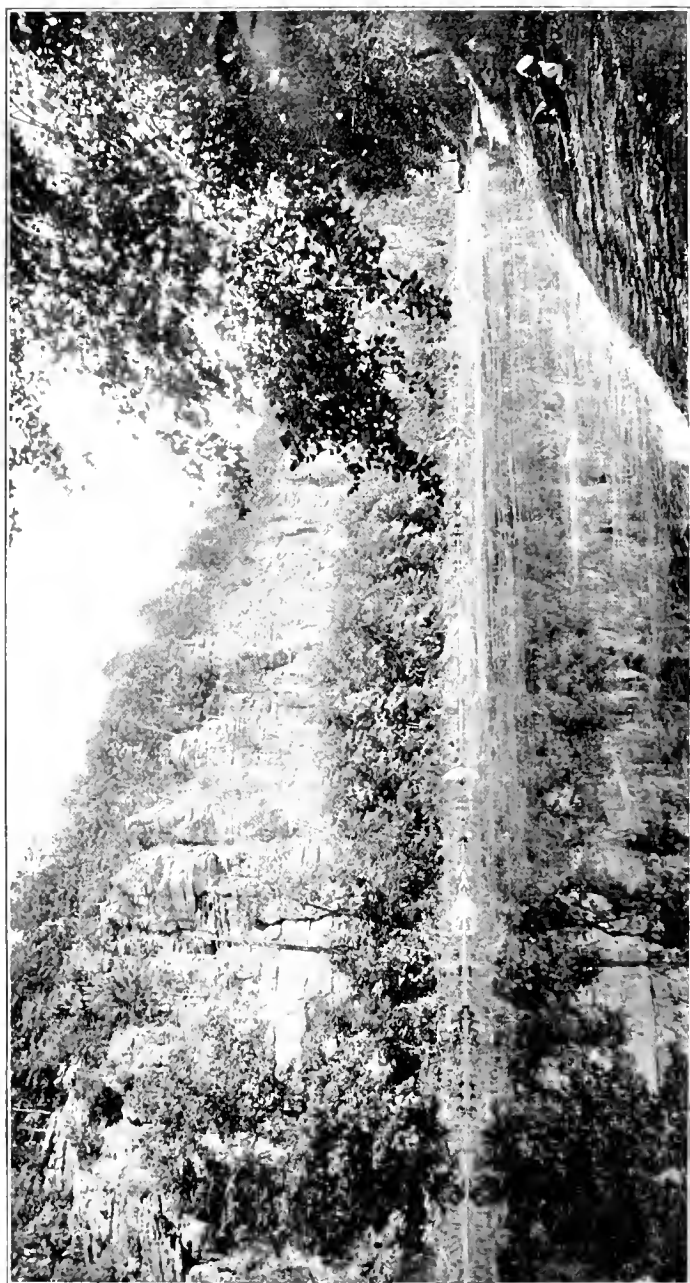
would be interested in the quaint southern architecture which has so beautified this section of the country, would find in a trip through the Valley of Virginia a most remarkably well preserved type of the original southerner. "Virginia" and hospitality have long been synonyms, and the chivalry of one hundred years ago exists just the same, notwithstanding the vast changes which have transpired since that time.



STAUNTON, VA.



RAUTY SPRINGS VIRGINIA



"WHOSE QUIET WATERS BEAT IN RHYTHMIC MEASURES ON THE SANDS"

THE LOVERS' LEAP.

BY W. L. LAMPTON.

OVERLOOKING the Baltimore & Ohio Railroad, where it swings gracefully around the banks of the Potomac, near Sir John's Run, is the high ridge, the most conspicuous point of which is the crag known as "Lovers' Leap." From this coign of vantage, the eye rests upon the beautiful valley in which the town of Hancock is set like a gem, threaded upon the silver strands of

the meandering Potomac and the narrow line of the canal. Into the purple horizon, the spurs of the Alleghenies lift their verdant peaks and at the feet of the beholder lie the three States of Maryland, West Virginia, and Pennsylvania, so close that he may almost stretch out his hand and touch them. There is a legend of this romantic spot which may be interpreted, as follows:

Above the deep Potomac's flow,
Whose quiet waters beat
In rhythmic measures on the sands,
That silver o'er the feet
Of green-clad mountains, grim gray crags
Their ceaseless vigils keep,
And guard with everlasting care
The wraith of Lovers' Leap.

Upon that rock where now may stand
The maiden and the man
Of new and less heroic times,
And, widely reaching, scan
Far Pennsylvania's rolling hills
And near Virginia's plain.
And green walled Maryland across
The river's rolling main.

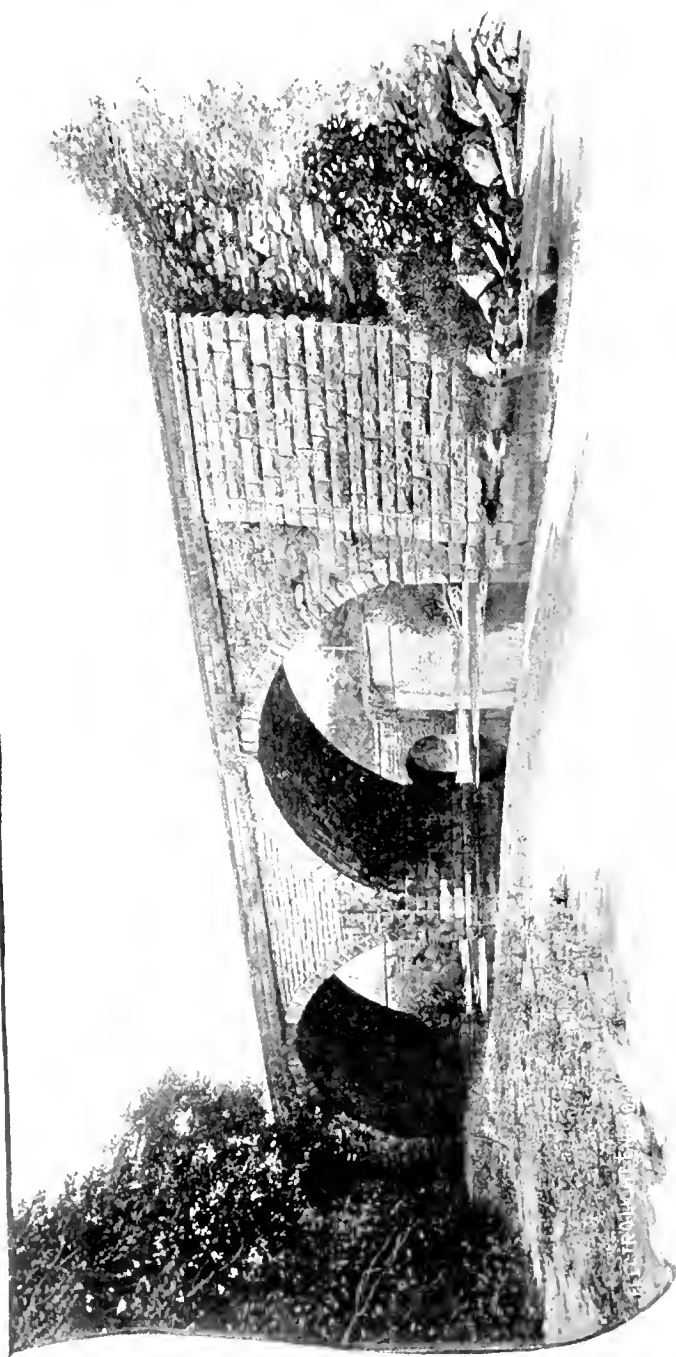
In other years a maiden stood,
Whose soul was white, though red
As nature's copper was her face;
And on her royal head—
Bowed underneath a broken heart—
Her tresses placed a crown
As regal as the deer-skin web
That made her wedding gown.

There stood she high above the tide,
The same to-day as when
It softly slid its ripples down
The green-clad mountain glen;
And as she stood, she gazed aloft
To that blue sky above,
Which turned a leaden gray to her,
Neglected in her love.

For in her woodland home that day
The light no longer shone,
That made her heart an empire with
A lover on its throne.
The light had with the lover fled,
And she in darkness stood
Upon that unresponsive crag
And sighed in solitude.

Her weary eyes sought every point;
She called, but none replied;
Then with a little moan of pain
She leaped out toward the tide.
Down' down, she fluttered like a leaf,
Or spirit, and the deep
And kindly waters gently soothed
The broken heart to sleep.

In later years an old chief stood
Remorseful on that stone;
Bowed down by age and grief and shame,
He faced himself alone.
And looking up, as she had looked,
He plunged—and down the steep
A wraith came forth to meet its mate
Below the Lovers' Leap.



CATCOTT MD. VIADUCT, BALTIMORE & OHIO R. R.

"HIGH SPY."

BY N. P. RUNYAN.

"HIGH spy! Home free! High spy! Home free!"

"O, it was the sweetest little face that mortal ever set eyes upon. She was peering around a big lilac bush where I lay panting and exhausted. The Federal cavalry was after me. I could see them in the valley below, less than half a mile away. I had dropped down behind this bush in the yard of an old southern mansion to get breath and reconnoiter.

If they caught me I would be "High Spy," sure enough; for spy I really was.

I was crouching before this sunny maid of six summers, and she thought we were having a great game of "I spy." She had it "High spy," as I believe youngsters generally do. But who has'nt played it.

"High spy! Home tree!" she repeated, and clapping her chubby hands, she started to run for "home." How my heart sank. It was all up with me now. This little one would betray me.

I leaped to my feet and ran. The woods, or "bush," as we of the South call it, lay three hundred yards distant. I could never reach it.

Scarcely knowing what I was doing, I wheeled about and ran back to the little girl. She must save me.

"Little sweetheart! Little sweetheart!" I cried, dropping onto my knees and clasping my arms around her. "The mans are after me. Don't tell mans on big horses where I hide. Tell 'em man went to bush yonder. Then we play 'High spy,' when they're gone."

"All wight. Pearl won't tell mans," she said imitating my half-suppressed tones, her big, blue eyes opened wide with baby mysteriousness.

I dashed into an old wood shed and crawled behind some lumber standing on end in a corner. It scarcely covered me. A saber thrust would unearh me. Two sides of the shed were torn away. I could readily see out from my scant hiding place. I beheld my pursuers wheel around the hill and dash through the orchard below. They went by like

a blue flash. I could hear their sabers clanking. Another instant and they were in the yard.

"Man don away," said a little piping voice.

"What did you say my little girl?" I could hear the officer ask as he reined up. "Did you see a man running through here?"

"Es, I saw im. O-o-o he ran so hard. Like dat. And he breaved so hard. Like dat."

The squad laughed. She had evidently tried to imitate my running and my panting.

"Come on; he aint here," said one.

"Hadn't we better search the house and buildings?" was another suggestion. It was plain that a sergeant or corporal was in charge.

"O, he'd know better than that. His only safety is in the bush, and if we don't hurry he'll get away yet. Ask the baby. She'll tell us."

"Is the man 'round here anywhere, little girl?"

"Man in the bush."

And away they went pell-mell.

My little Pearl had saved me. But I dare not move. Some of them may have been left to search, after all.

I heard a step. My heart was in my throat. Some one touched the pile of boards.

"High spy you! High spy you! You're it."

There she was peering around the timbers at me. My good, little angel! A halo of golden hair all about her sweet face.

Was there a hugging match then? Did anybody get smothered with kisses? Well, there never was its like before or since. Never.

Did we play "High spy." We did. I would have kept my word with her if that whole Union squad had returned, and sat on their horses looking at us. I knew that in boldness lay my safety then. I surmised that they would return in half an hour. So we played, and I watched the "bush."

In the meantime we had fixed up a

better hiding place with a barrel, under a pile of old shingles. If they came again, I was to crawl in and Pearl was to pull the shingles down over the mouth of the barrel.

They came back. I saw them in the edge of the bush before they were looking our way. What fun it was for little Pearl to put me in the barrel and cover me up with the old wet shingles. I told her to go out in the yard and play. She did. I heard her switching the lilac bushes.

Would she be equal to it this time?

All this happened in December, 1863, shortly after the battle of Missionary Ridge. I knew all that country. I had piloted the right wing of Bragg's army through the bush the previous September when they were maneuvering to fall upon Rosecrans' left. Then later at Missionary Ridge I had done some service. I had been inside the Union lines several times, and was finally captured. They suspected me, but had nothing definite enough on which to hang me in a hurry; so they held me to do so at their leisure. My extreme youthfulness was in my favor.

The Union army was encamped around Chattanooga for the winter.

One night I escaped. I had crawled on my hands and knees, and was only a short distance from the guard line when morning came. They saw me as I crossed an open stretch and a squad of cavalry took after me. And there I was under that pile of old shingles, my life hanging upon the euteness of that little maid.

"Halt!" came a voice from the roadway.

"Little girl, show us how the man ran."

There was a pause, then a shout of laughter.

The clank of their sabers died away in the distance.

"Home free!" sure enough!

Did I forget my little saviour? Never. Will I ever forget her? Never. She was to be my sweetheart evermore. Did I ever see her again? Yes, often and often. At sixteen she was as fair as the lily and as sweet as the rose. I was her senior by ten years. Her people had lost everything by the war. I persuaded a brother of hers to accept of my

means and send her to boarding school. He understood, and acted like a man. Wasn't she mine already?

* * * * *

One day I went into the Read House in Chattanooga to buy a cigar. As I stood there, smoking, the proprietor of the cigar stand said to me:

"I promised a Northerner this morning to take him out on Missionary Ridge. I find I can't go. You take my place. You know more about that country than I do, anyway."

I had leisure. I said I would go. The young man came in and we started. On the way out, he said:

"My friend, I'll tell you what I want to go out for. I chased a Confederate spy through that section one day. I was in the cavalry service. We lost him near an old mansion. He got away into the bush. The sweetest little girl I ever laid my eyes on showed us where he had run across the yard. I can see her yet, stretching her little limbs to show us how he ran. I have often wondered if she escaped the horrors of war. I want to see if we can find the old mansion."

My old enemy, "I spy!"

A jealous pang went through me like a shot.

"Is it really the old place you want to see?"

I said it in such an abrupt way that he looked up. A flush overspread his face.

"It would be delightful to meet her and recall that day."

He was frank enough about it. He was after me, then. Now, he was after my sweetheart. There are strifes in peace as well as in war. If he should see her now he would try to get her from me. I could keep him from finding the place. Should I? No! I would be a man.

"Describe the place," said I.

He did.

I told him I knew where it was.

"Is the girl alive? Do you know her?"

"I know the family," I said stiffly.

Again he looked at me in a queer way.

We rode on in silence.

Suddenly he exclaimed: "By jove! There's the place."

I had been guiding him toward it. If he rode by I had determined that he should never be any the wiser.

One day I called upon my little Pearl. I often did so.

“Whom do you think has been to see me?” she said.

I couldn’t guess, but there was a pain in my heart.

“Your old cavalry friend.”

My old cavalry friend. He didn’t need a guide any more.

“I might have known it.” There was bitterness in my voice.

“Don’t be cross. Here, let me pin this rose in your lapel.” As she did so I kissed her. It was all right. O, what a sweet afternoon we had

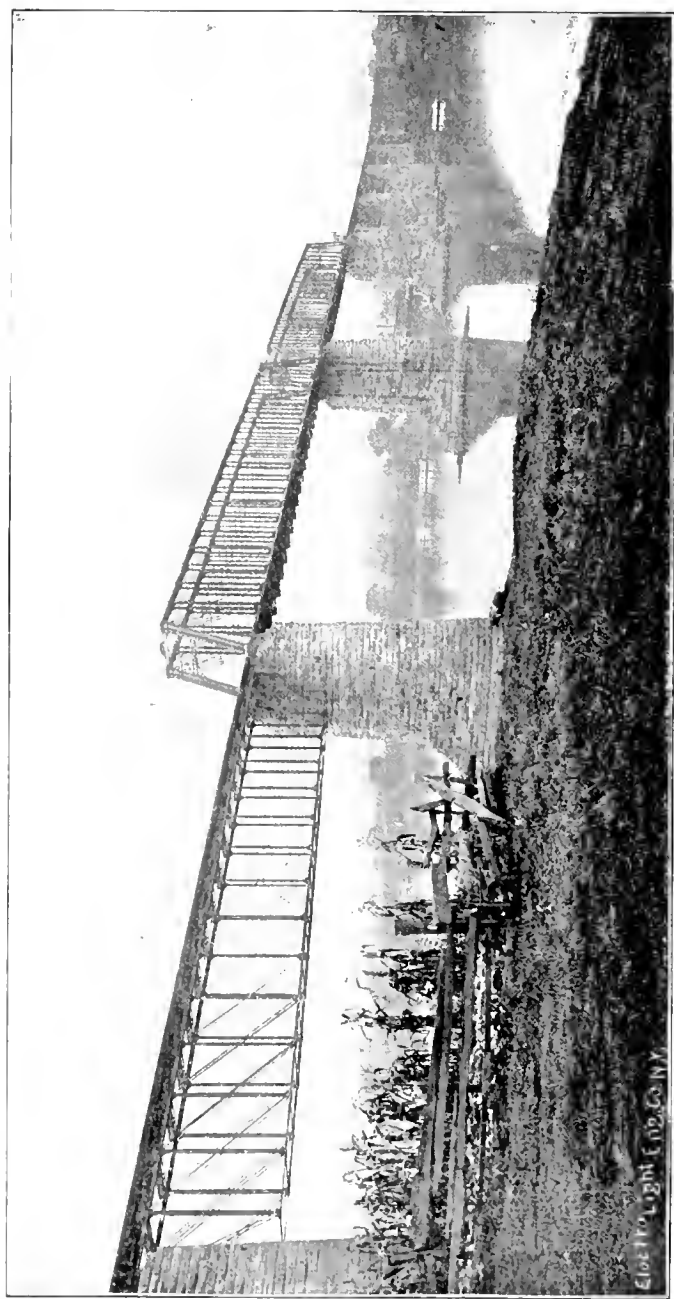
But that Union fellow kept coming. I knew he would. I had already begun to see that she looked upon me as upon a father or elder brother. Her own father had been killed in the war. With what bitterness I saw my sweetheart being stolen from me. How I repented

me of bringing him out on the Ridge that day. But he won her. They are now living in a Massachusetts town

I see them frequently. He’ll never know how I love her. I never see her but what that sweet vision of the little face behind the lilac bush comes to me. He and I always quarrel over politics. He is one of those “mean Republicans,” and he says I am still a “Butternut rebel.” Then Pearl patches up a truce. But I guess honors are about even. It’s all right. Who am I, anyway? O, I’m only a garrulous old bachelor doctor. He’s my brother-in-law. I’m living with them.

I’ve played “high spy” with Pearl’s children around those same old lilac bushes down there at the old mansion on the Ridge. We spend the winters there. Well, well, well. Time works wonders. What’s this? a tear? You foolish-old-rascal. How happy I am for Pearl’s sake.





BALTIMORE & OHIO R. R. BRIDGE OVER OHIO RIVER AT PARKERSBURG, W. VA.

HOBSON.

HISTORY is being made so fast this summer that many of the good war sketches appearing in the daily papers are out of date before a monthly review of them can be made. The following, however, is all the more interesting since the fortunes of war permitted Hobson and his men to be exchanged on July 8th.

(AS TOLD BY MIKEY O'LOOFE.)

Siz Hobson, of Allybama, I brought yez
A load of coal.
Siz Servery, it's just the very thing
I wahnt, bless yer soul.

Siz Hobson, I'll put er down in the
Bazemint for yez to get.
Siz Servery, hould on, if ye do it'll
All git mity wet

Divil cares, siz Hobson, is this the
Bay of Santiago?
Never yez mind about the bay.
Dom the bay, siz the Dago.

That's phot I'm tryin' to do, siz Hobson,
Both inds on the ground.
Siz Servery, lave room, plaze, for
A wheelbarry to go round

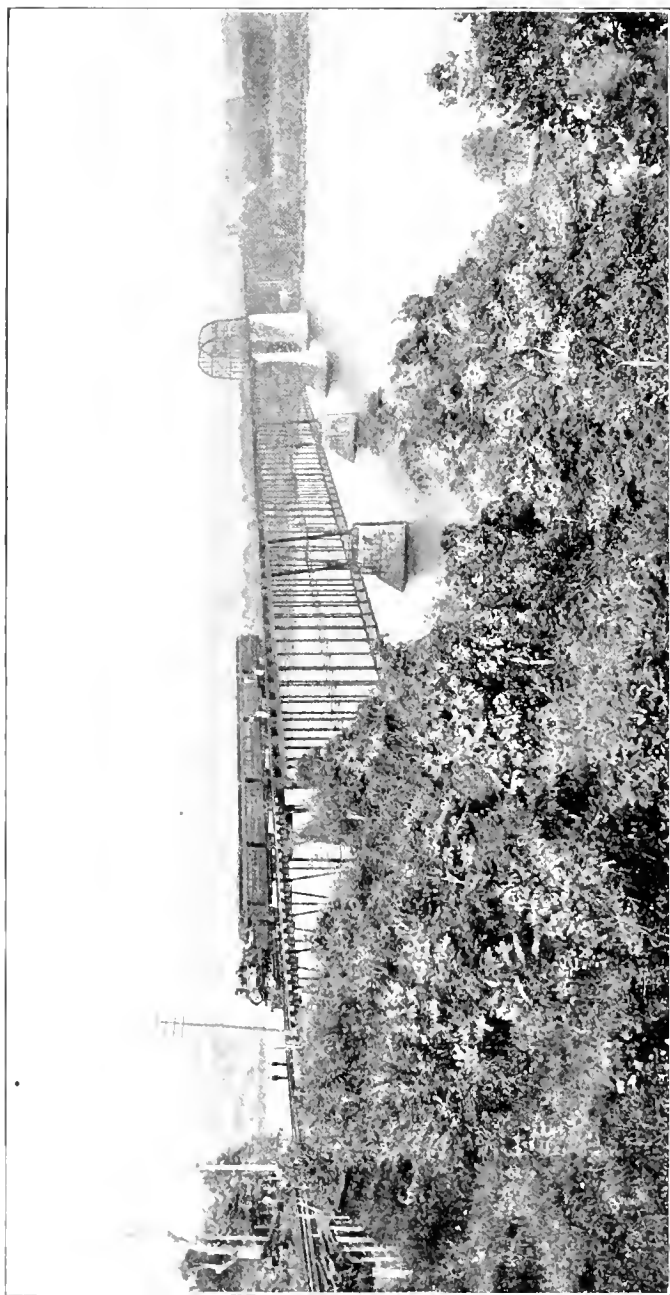
Othin he siz, doo yez see me min a
Shootin' away at marks?
I doo, begorra, siz Hobson, they're
Skarrin ahf all the sharks.

Pay for the coal, siz Hobson, I've
Put er all down in the bin.
Divil a cent I have, said Servery,
For you and the min

Othin we'll boord with yez, siz Hobson,
Until ivery cint we git.
And he did, an' he's boording it out
With the Dago til yit.

—IRONQUILL.

P. S. — "Mr. Servery" is now bounding with us — July 10.



BRIDGE OVER THE SUSQUEHANNA RIVER FAMOUS BRIDGES OF THE BALTIMORE & OHIO R. R.



BRIDGE OVER THE POTOMAC AT CAMERLAND PARK'S BRIDGES OF THE BALTIMORE & OHIO R. R.

THE BOOM THAT FAILED.

BY LOUIS CAMPBELL.

AT the beginning of the year 1897 I was advised to go West for my health, and having decided on Arizona, eventually landed at a small settlement on the railroad which I shall call "Lonesome," as it was really more appropriate than its proper name.

The only excuse a train had for stopping there was for water, and then the engine seemed to cough in an apologetic manner as it drew up at the tank.

The few residents of the place were rough, uneducated, and in the majority, uncouth. Oaths were used indiscriminately on all occasions, with particular leaning toward the word "Hell." I once remonstrated with Patsy Corrigan, the station agent, regarding his free use of the word, and he Irishly replied, "Why, where on Earth else would I send him?"

Patsy was the Poo Bah of the place, being section boss, station agent and town marshal all in one. In the capacity of the latter his duties were light, as the men never got drunk except on pay day, and the only permanent Indian in the place was seldom sober enough to make trouble.

One day a Chinaman arrived, and the next, was arrested for *profanity*, but it was decided he was only trying to learn their language.

On the whole it was a quiet place and we varied the monotony of loafing at the general store by going to the station at train time.

Although improving in general health, I might have succumbed to *ennui* had not Patsy come to me one day with his hands full of posters and a puzzled look on his face.

"Good mornin', sor, and could ye tell me what a Y. P. S. C. Eter is?"

"A what?"

"A Y. P. S. C. Eter. Here it is on the bills," and he handed me a poster advertising the Christian Endeavor excursion. I explained who they were.

"Will any of them stop here do you think?"

"I am afraid not, Patsy; they are going through to California."

"Thot is always the way, sor; ivery

wan goes through and when the train stops for water, they poke their heads out of the windys and sez, 'What a divil of a dreary place.' We would be a fine city, sor, if the people what pass through would only stay."

"Why don't you make the station attractive," I jokingly suggested. "Have the Chinaman and Indian there when the excursion passes. You might also persuade some of the cow punchers to be on hand for the occasion."

After a moment's thought he said, "I will do thot very thing, sor." He had taken my suggestion seriously.

During the next few weeks Patsy was very busy. He had orders to see that the track was in perfect condition. Then he sobered the Indian and had a long conference with him, which ended in the Indian's disappearance.

The Chinaman, in the meantime had concluded to leave the place, but was again arrested on some trumped up charge and only kept out of jail by promising to remain until after the excursion.

I might mention also that jack rabbits, always so plentiful, became scarce, and a mangy old bear belonging to Corrigan, and counted among the inhabitants of the place, was growing fat and slick.

"What in the world are you doing, Pat?" I exclaimed one day unable to suppress my curiosity.

"Wait and see, sor," he replied with a knowing wink. "I lived in Chicago wance."

The little settlement awoke to find itself busy; or rather worked itself awake, and waking found itself in the dark; for Pat directed the operations and vouchsafed no explanations. Around the hitherto desolate little station sprung up every variety of cactus obtainable in the vicinity. Innocent mounds of sand appeared along the railroad track, and which I discovered to be veritable dug-outs, the openings visible at the sides furthestmost from the tracks. Spurious town lots were staked off in all directions, the majority of which were

labeled in large letters. "Sold." Choice ones were still "For Sale." Surmounting a large pile of square red granite stones cut and piled promiscuously in times prehistoric by nature alone, was a sign which bore the legend: "This Cort Hous is bein' erected by Patrick Sullivan, Contracttor."

Even the water tank did not escape, for carefully chalked in white letters was the very familiar story of the immense depth of the well supplying it.

I railed Pat on this and warned him some traveler might wish to drink of it.

"The sign and water is the same sor, pretty much all lye."

At last the eventful day was at hand. Number Four was scheduled to arrive, take water, and depart at 10:30 A. M.

Pat was awake and busy all night, and I must confess that I felt like a child the day before Christmas. At last I went to sleep, and then overslept myself, and had barely time to eat my breakfast when the smoke of the engine was seen in the distance.

I hardly recognized the station. Not only had the entire town turned out, but a band of cattle men, rigged as no cowboys ever were, came from a big ranch over in the valley, and were fully in touch with the spirit of the occasion. The lone Indian had returned, and with him, the major part of his tribe, painted and bedecked—the women loaded with quaint pottery and papposes, the braves stood stolidly in a row peering over their closely folded blankets ever on the alert for any stray nickels their squaws might earn by showing a baby or making a deal in amateur ceramics.

The long line of coaches glided up to the station, the windows filled with the faces of sweet young girls, while on the steps were the men anxious to stretch themselves and take a nearer view of the show.

No sooner had the train come to a full stop than a shot rang out, and apparently a cowboy had shot his companion, and with less time than it takes to tell it, the men had scampered back on the train.

The supposed dead man was carried to the rear of the station, eventually to reappear innocently through the waiting room door.

This performance was repeated at intervals of about a minute.

Then a jack rabbit, suddenly appearing, ran for his life across the plain, followed by a number of Indian dogs. Another and another appeared, until the place seemed alive with them. I now understood the purpose of the little dug outs and the sudden scarcity of rabbits. They had been caught and stored in the little cellars, to be turned loose at the proper moment. As the last one scampered out of sight, I was warned by cries from the cars to "Look Out," and turning saw the old bear trotting toward me. Pat's "P'ce de Resistance" had been left off. The old fellow was about as harmless as a buffalo robe; whose only trick was to roll over for any tidbit one might give him. As I had often fed him sugar, I knew full well that should he reach me, the awful wild animal would be most ignominiously exposed; so I ran and the bear after me. Round and round the station we went, the bear gaining at every stride. Coming again to the front, I took advantage of the open door, and rushed in pell-mell, the bear following at my heels, and he in turn followed by the cowboys who thoughtfully closed the door and began a fusillade that would have made a thoughtful person wonder how much killing a bear required. Then we came out and announced its death.

I did not dare look a sweet little miss in the eyes as she seriously congratulated me on my narrow escape.

Pat, in the meantime, was a study. To him this was no joke, for he fondly believed that these glimpses of game for the huntsman, semi-civilized and picturesque inhabitants for the artist, combined with the immense opportunities in real estate for the speculator, would surely change some of our passing visitors into lucrative guests.

But not a trunk was thrown from the baggage car, nor did a traveler seek to use his stop-over privileges.

One lady really did step off the car with what we supposed was a valise, but when she aimed a kodak at us, there was a stampede for choice places behind the station.

Slowly she walked after us, and as slowly but surely we kept the station between her and ourselves. We had

again reached the platform and with a scout peering out on either side, for the moment considered ourselves secure, when some one chanced to glance at the train.

"The Devil."

There at the windows, on the steps, everywhere, were at least half a hundred of those dreaded inventions viciously clicking as the shutters were sprung. It was too late to run, now the deed was done.

We were taken aback in more senses than one, as we had all stood on the platform, in front of and facing the station. If this should by chance come to the notice of anyone possessing a picture of a desolate station on the desert, with the backs of a lot of cowboys and Indians who are standing thereby, I simply wish to emphatically state that the one whose clothes are badly worn by constant contact with a Mexican saddle, is not I.

It was a positive relief to hear the conductor's "All aboard."

Their "good by," "good by," with the waving of handkerchiefs, was answered characteristically by throwing our hats in the air and shooting holes in them (not our own, but some other fellow's), and my new sombrero was a sight.

Then came a calm as when the tempest draws its breath to blow out all the lights of nature; and truly their second condition was worse than the first.

By this time Pat was the center of the whirlwind. It seemed that in order to produce his unique show he had to offer special inducements.

To the Indians he had made promises of ready sales of their pottery, while the cowboys had been given to understand that a number of visitors were coming to jolly them with a dance, but the good time promised proved to be a myth.

Suddenly remembering that I had offered the original suggestion, I quietly

started for home, but had taken few steps before I was lassoed and rounded up in good style. I don't think Pat told, but they seemed to know I was partially to blame.

"Now that you have us here, mister, it's hardly square to desert us."

The speaker was a big, fine looking fellow, whose rough accent was partly assumed.

"As the main promoter of this great boom, it is clearly your duty to exonerate yourself in an effusive but unostentatious manner."

"Why certainly," said I. "We'll all have some." So, leading and led, I headed the procession to the true desert watering place, the saloon.

What would my folks at home have thought had they seen me at that moment, surrounded by an unquenchable thirst and offering the "Sop to Esop" at the expense of all my ready money, and unfortunately, my credit being good, my next month's allowance.

The boys had concluded to release me when some one said I played the fiddle.

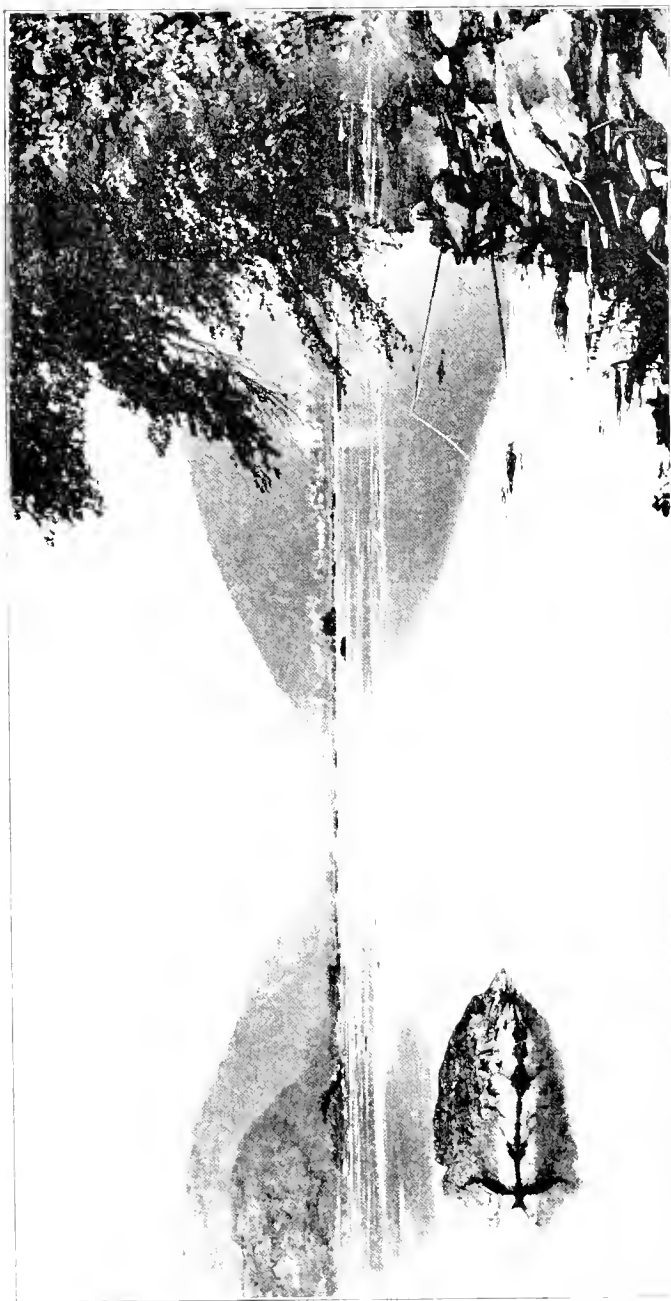
In a moment the floor was cleared, my violin brought, and I found myself perched on the bar, playing with more energy than time.

Pat was made to dance.

All afternoon and through the long hours of the night it continued, and when we remonstrated were told that it was our party and they were guests by invitation.

At last it ended, and limping out to breathe the early morning air I encountered a solitary figure standing at the station. It was Pat, and I walked over to him.

He was looking down the track and evidently thinking of the excursion. With a melancholy glance at the "Cort Hous" and "Town Lots" and like results of his many days labor, he turned to me and wailed: "And not a dom wan of them stayed."



THE POPOMAC RIVER. LOOKING TOWARDS HARRIS' LEECH

CONDENSED SCHEDULE

ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EX SUN 5 HOUR	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	PM	NIGHT	AM
Lv WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	8.00	12.01	9.00
Lv BALTIMORE, CAMDEN STA.	7.55	8.50	10.50	12.57	2.15	3.49	6.00	9.00	1.15	9.50
Lv BALTIMORE, MT. ROYAL STA.	7.59	8.54	10.54	1.01	2.20	3.53	6.04	9.05	1.26	9.54
Ar. PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	11.40	3.55	12.00
Ar. NEW YORK, LIBERTY ST.	12.35	1.20	3.00	5.35	7.00	8.10	10.40	3.20	6.52	2.20
Ar. NEW YORK, WHITEHALL TER.	12.40	1.25	3.05	5.40	7.05	8.15	10.45		6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY 5 HOUR	No. 535 EX SUN 5 HOUR	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
Lv NEW YORK, WHITEHALL TER.		7.55	10.00	11.30	1.00	1.45	3.30	4.55	5.55	12.15
Lv NEW YORK, LIBERTY ST.	4.30	8.00	10.00	11.30	1.00	1.45	3.30	5.00	6.00	12.15
Lv PHILADELPHIA	8.00	10.25	12.20	1.37	3.07	4.20	6.42	7.30	8.35	3.35
Ar. BALTIMORE, MT. ROYAL STA.	10.04	12.41	2.26	3.36	5.06	6.42	7.49	9.32	10.41	6.04
Ar. BALTIMORE, CAMDEN STA.	10.08	12.45	2.30	3.40	5.10	6.46	7.53	9.36	10.45	6.12
Ar. WASHINGTON	11.00	1.40	3.30	4.30	6.00	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
Lv NEW YORK, WHITEHALL TERMINAL	10.00 AM	1.45 PM	3.30 PM	5.55 PM	4.55 PM		12.15 NT
Lv NEW YORK, LIBERTY STREET	10.00 AM	1.45 PM	3.30 PM	6.00 PM	5.00 PM	4.30 AM	12.15 NT
Lv PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	7.30 PM	8.00 AM	8.00 AM
Lv BALTIMORE, MT. ROYAL STATION	2.26 PM	6.42 PM	7.49 PM	10.41 PM	9.32 PM	10.04 AM	10.04 AM
Lv BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.30 PM	10.55 PM	9.40 PM	10.12 AM	10.25 AM
Lv WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	10.45 PM	11.05 AM	11.25 AM
Ar. PITTSBURG			6.35 AM			8.00 PM	
Ar. WHEELING		8.20 AM					
Ar. COLUMBUS		11.35 AM		2.55 PM			
Ar. TOLEDO				6.35 PM			
Ar. CHICAGO		9.00 PM				10.00 AM	12.00 AM
Ar. CINCINNATI	8.00 AM			5.20 PM			2.50 AM
Ar. INDIANAPOLIS	11.45 AM			10.35 PM			6.50 AM
Ar. LOUISVILLE	12.22 PM			9.15 PM			7.10 AM
Ar. ST. LOUIS	6.40 PM			7.36 AM			12.40 PM
Ar. ROANOKE					7.20 AM		
Ar. KNOXVILLE					3.45 PM		
Ar. CHATTANOOGA					7.20 PM		
Ar. MEMPHIS				8.18 AM	7.40 AM		8.20 PM
Ar. NEW ORLEANS				7.45 PM	10.30 AM		8.30 AM

Through Pullman Sleepers to all points. NOTE On Sundays leave New York at 1.45 p. m., Philadelphia 4.20 p. m.

B. & O. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
Lv CHICAGO	8.30 AM	2.45 AM	3.30 PM	10.25 AM			7.00 PM
Lv TOLEDO	4.55 PM						
Lv COLUMBUS	8.55 PM			6.00 PM			
Lv WHEELING				12.25 AM			
Lv PITTSBURG			8.05 AM		9.00 PM		12.35 PM
Lv ST. LOUIS	8.20 AM	2.35 AM					
Lv LOUISVILLE	2.10 PM	8.05 AM					
Lv INDIANAPOLIS	2.45 PM	8.05 AM					
Lv CINCINNATI	6.35 PM	12.05 PM					
Lv NEW ORLEANS		9.00 AM				6.00 PM	
Lv MEMPHIS		8.45 PM				8.00 PM	
Lv CHATTANOOGA						8.20 AM	
Lv KNOXVILLE						11.55 AM	
Lv ROANOKE						11.30 PM	
Ar. WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
Ar. BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.45 AM	12.45 AM
Ar. BALTIMORE, MT. ROYAL STATION	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
Ar. PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
Ar. NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
Ar. NEW YORK, WHITEHALL TERMINAL	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

** Daily, except Sunday*

THROUGH PULLMAN PALACE CAR SERVICE PULLMAN DINING CAR SERVICE.

ROYAL BLUE TRAINS OF THE B & O. FINEST SERVICE IN THE WORLD. SOLID
DISTRIBUTED TRAINS. PARLOR COACHES.
BETWEEN WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD.

- No. 528. Buffet Parlor Car Washington to New York. Dining Car Washington to Philadelphia.
- No. 510. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 512. **Five Hour Train.** Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
- No. 524. Buffet Parlor Car Washington to New York.
- No. 506. Parlor Car Washington to New York. Dining Car Baltimore to New York.
- No. 514. Separate Sleeping Cars from Washington and Baltimore to New York.
- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

WESTWARD.

- No. 505. Sleeping Car New York to Chicago. Buffet Drawing Room Car Buffalo to Washington. Observation Car Baltimore to Washington.
- No. 517. Buffet Parlor Car New York to Washington.
- No. 501. Buffet Parlor Car New York to Washington. Dining Car Philadelphia to Baltimore, on Sundays Philadelphia to Washington.
- No. 511. **Five Hour Train.** Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 535. "**Royal Limited.**" **Five Hour Train.** Buffet Parlor Car New York to Washington.
- No. 507. Buffet Parlor Car New York to Washington. Dining Car Baltimore to Washington, on Sundays Dining Car Wilmington to Washington.
- No. 509. Parlor Car New York to Washington. Dining Car Philadelphia to Washington.
- No. 525. Parlor Car New York to Washington. Dining Car New York to Baltimore.
- No. 503. Parlor Car New York to Philadelphia. On Sunday, New York to Washington.
- No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

BETWEEN NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, WHEELING, COLUMBUS, CLEVELAND, TOLEDO, CHICAGO, CINCINNATI, INDIANAPOLIS, ST LOUIS, LOUISVILLE, MEMPHIS, NEW ORLEANS.

WESTWARD.

- No. 1. Sleeping Car New York to Cincinnati and St. Louis. Observation Sleeping Car Baltimore to Cincinnati and Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis.
- No. 7. Sleeping Car New York to Chicago via Grafton and Bellare. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Columbus and Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 47. Sleeping Car Cleveland to Chicago. Sleeping Car Wheeling to Chicago.
- No. 55. Sleeping Car Baltimore to Indianapolis and Chicago via Cincinnati and Monon Route.

EASTWARD.

- No. 2. Drawing Room Sleeping Cars St. Louis to New York and Observation Sleeping Car Louisville and Cincinnati to Baltimore. Sleeping Car Toledo and Columbus to Baltimore. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati.
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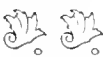
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PITTSBURG DIVISION	391 00
NEW YORK DIVISION	5 30
TOTAL MILEAGE EAST OF OHIO RIVER	1 309 68
TRANS-OHIO DIVISION	774 25
TOTAL MILEAGE WEST OF OHIO RIVER	774 25
TOTAL MILEAGE OF SYSTEM	2,083 93

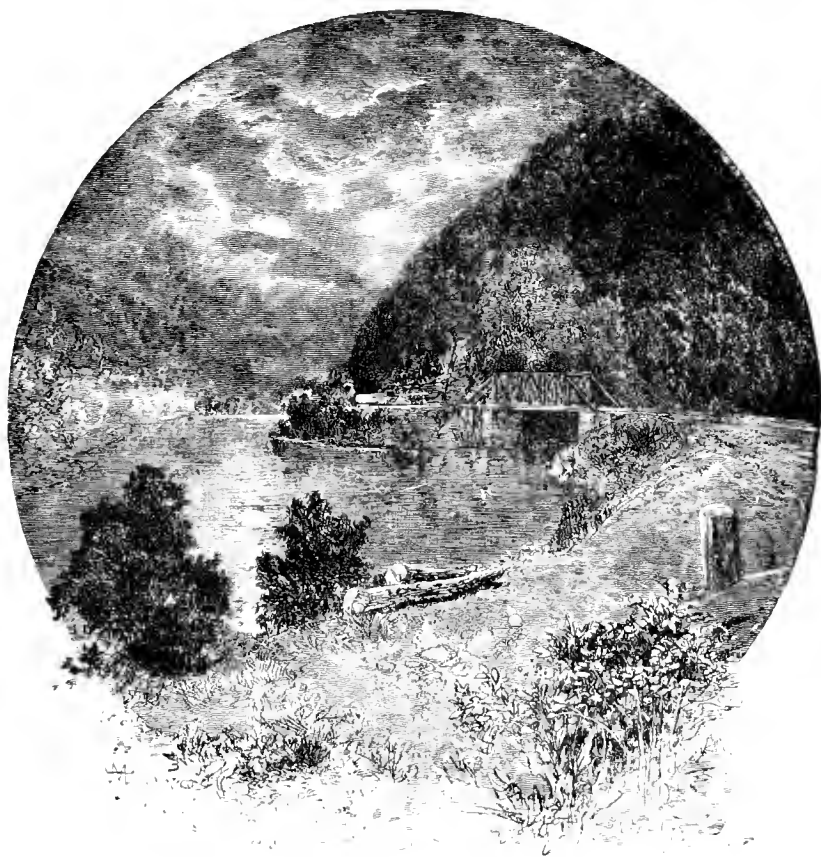
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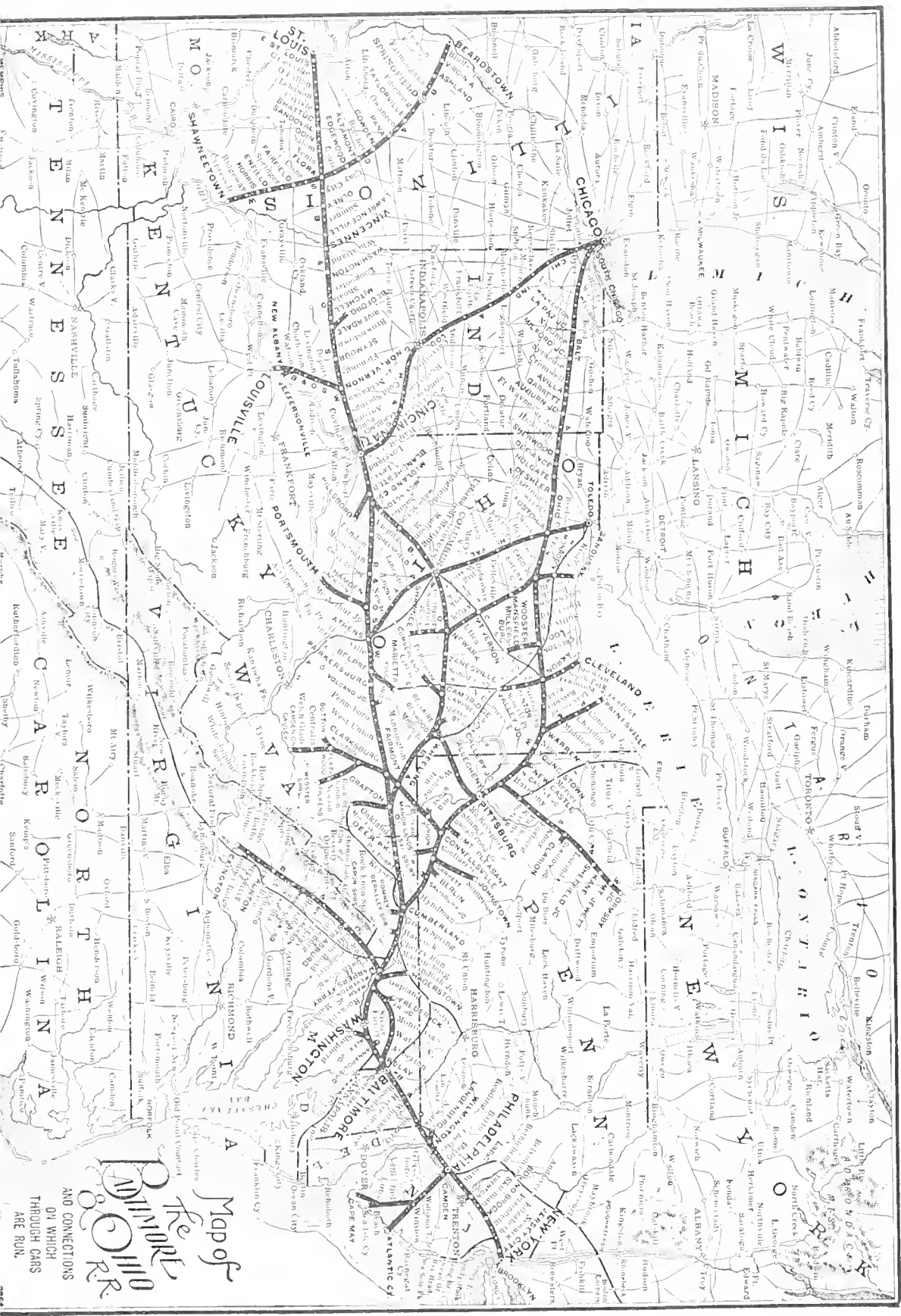
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MAY							JUNE							JULY							AUGUST						
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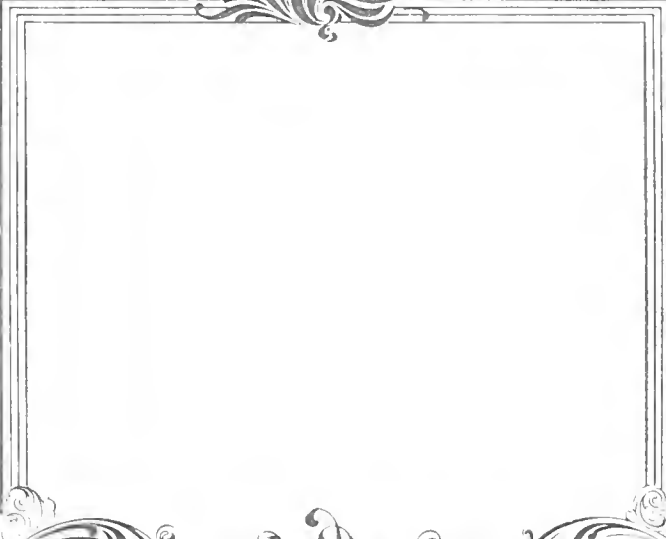
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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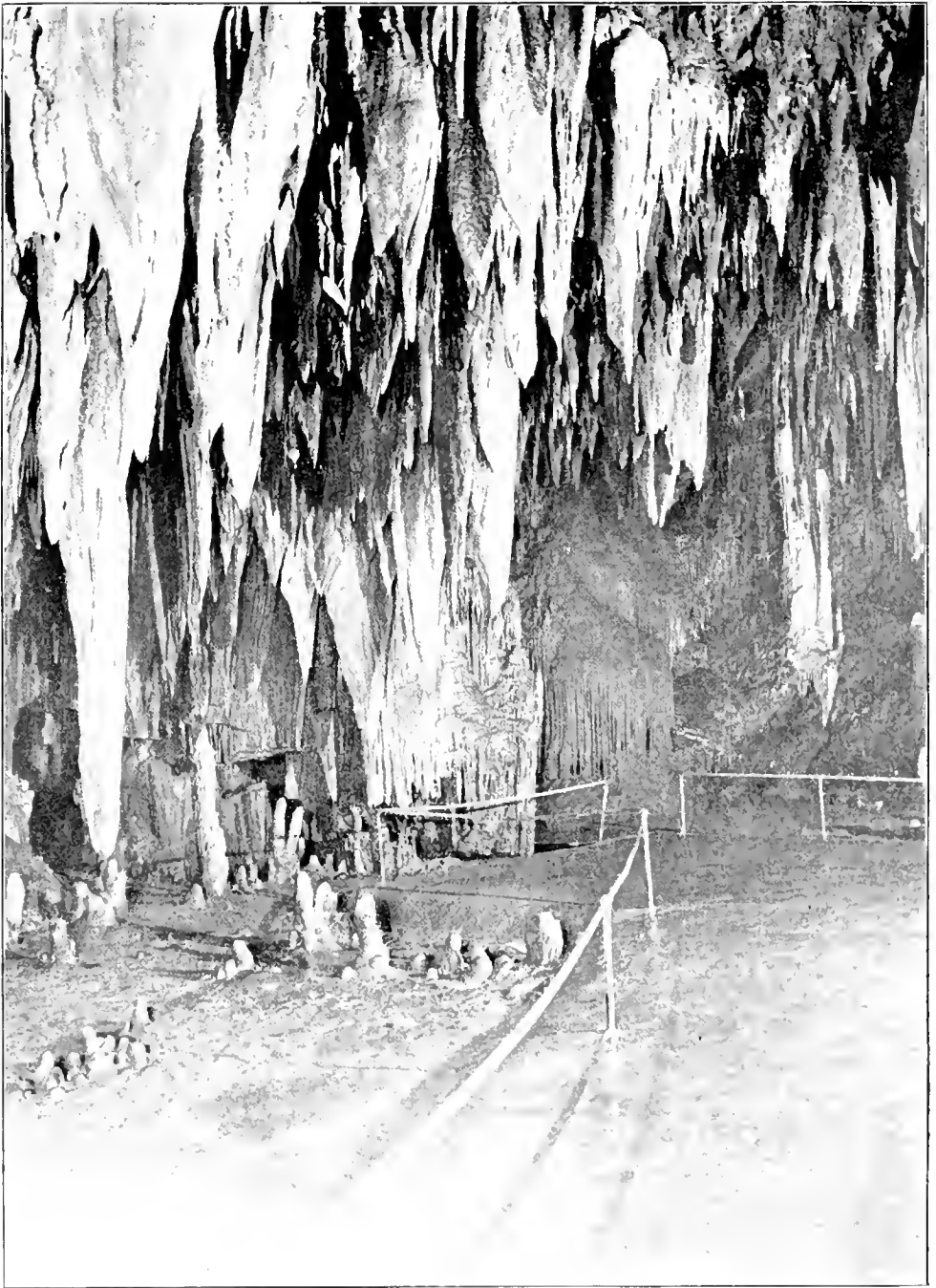
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VOL. I.

BALTIMORE, SEPTEMBER, 1898.

NO. 12.

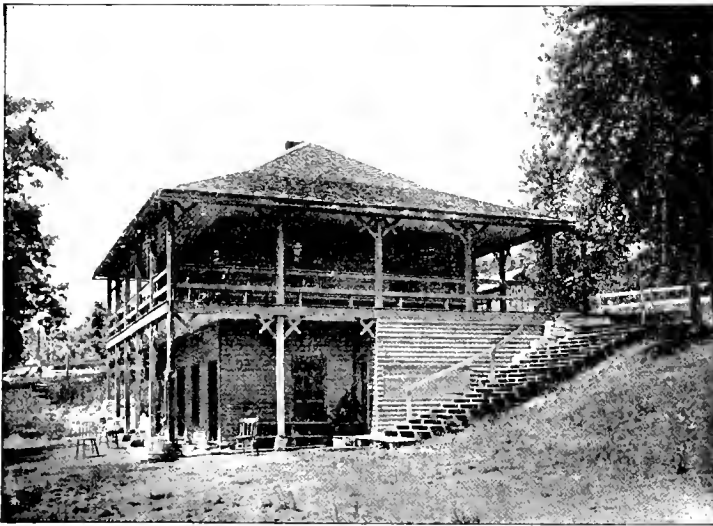
THE CAVERNS OF LURAY.

"In Xanadu did Kubla Khan
A stately pleasure-dome decree,
Where Alph, the sacred river, ran
Through caverns measureless to man,
Down to a sunless sea."

SITUATED at Luray, Page County, Virginia, in the famous Shenandoah Valley, in a region renowned for the picturesqueness of its scenery, and cele-

made accessible to visitors. Since that time the fame of the caverns has penetrated the uttermost parts of the earth.

Within the past few years the num-



CAVE HOUSE.
BUILT OVER THE ENTRANCE TO THE LURAY CAVERNS.

brated for its historical associations, are the Caverns of Luray.

The caves were discovered in 1878, and shortly thereafter were opened to the public. The full extent of their subterranean depths was not then known or even dreamed of, and not until thoroughly equipped exploring parties had penetrated seemingly endless chambers and labyrinthine passages were their boundless riches disclosed and

ber of visitors has been enormous. Persons from all quarters of the globe—scientists, explorers and tourists, have wandered through the wonderful chambers, and the general verdict of their united testimony is that Luray Caverns excel all others in the combined extent, variety, scientific interest and beauty of their calcite formations. A party sent out from the Smithsonian Institution report that, "comparing this great



ENTRANCE HALL.

natural curiosity with others of the same class, it is safe to say that there is probably no other cave in the world more completely and profusely decorated with stalactitic and stalagmitic ornamentation than that of Luray.

Recognizing the inestimable value of their remarkable possession, the management of the caverns have provided every facility for visiting all the chambers and seeing all the wonders in the most comfortable manner. Cement walks have been laid, stairways, bridges, and iron railings have been erected where such help was necessary, and the entire subterranean palace is illuminated by both arc and incandescent electric lights. The interior is singularly free from dampness or dripping water, and no special preparation for the visit is needed in the matter of clothing. Plain clothing and stout shoes comprise the necessary outfit, wraps being superfluous, as the temperature remains, winter and summer,

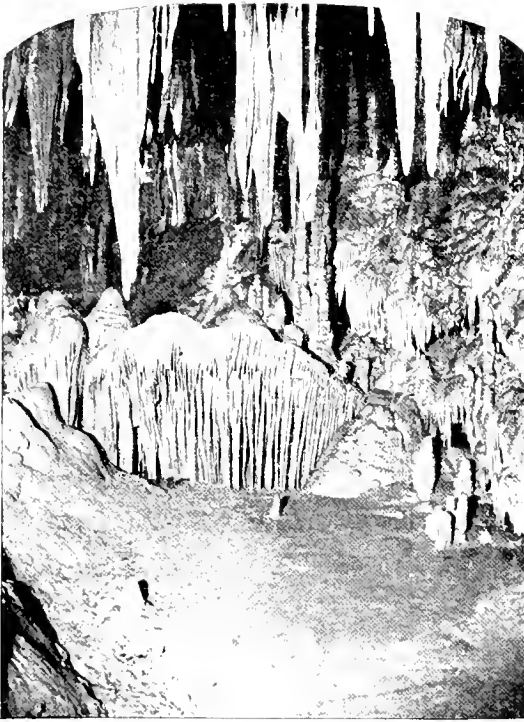
at about 54 degrees.

Entering the grand vestibule, the first emotion felt by the visitor is one of mute wonder. The mind fails to grasp the grandeur revealed in such a majestic manner, until it gradually accustoms itself to the monstrous shapes, the almost perceptible silence and the weird influence of this subterranean realm. Queer shapes present themselves at every turn, aping grotesquely

the objects of the outer world, now suggesting some growth of animal life, now resembling some familiar vegetable formation, or taking the shape and form of some creation of man. Glittering stalactites blaze in front, fluted columns, draperies in broad folds and a thousand tints, cascades of snow-white stone, illuminated by the glare of the electric light, fill the mind with curious sensations of wonder and admiration. Awe and reverence possess the beholder. He stands amazed in the royal chambers of the King of Nature.



HANGING ROCK.



THE ORGAN IN CATHEDRAL HALL

The various apartments and objects have all been named in honor of some distinguished personage or after something to which they bear a striking resemblance.

The Elfin Ramble, an open plateau five hundred feet long by one hundred in breadth, is the playground of the princesses of this fairy realm. Pluto's Chasm, a wide rift in the walls, contains a spectre clothed in shadowy draperies. Hovey's Hall is adorned with statuary and stalactite draperies, which, for beauty of coloring, translucency and symmetrical folding, are unexcelled by anything in the cave. Giant's Hall is a vast space, embracing several chambers. Heroic sentinel forms loom up on every side, guarding the marvelous beauty of Titania's Veil, and watching over the crystal waters of Diana's Bath. The Saracen's Tent, the Cathedral, with its grand organ, and the Bridal Chamber, all bear striking resemblance to the objects for which they are named. Hades, a region sparkling with limpid lakes and peopled with goblins, receives its name from the bewildering windings and laby-

rinthine meanderings through which the tourist must tread his way. Notwithstanding its uninviting name, it is a very attractive portion of the cave and contains many wonderful formations. The Ball Room, a magnificent apartment, gorgeously furnished, is full of interest, while Campbell's Hall, named for the discoverer of the cave, is rich in beautiful and enchanting ornamentation.

In addition to the solid formations of stone and crystal, a number of beautiful lakes are found in various parts of the caves.

Crystal Lake is a body of pellucid water in a setting of sparkling stalactites, and the Imperial Spring is a silver pool richly enclosed in a forest of columns. It is arched above with myriads of stalactites, reflected with most beautiful effect in the calm flood of the spring. The transparent waters of these lakes are so deceptive that rash visitors frequently subject themselves to a wetting in order to convince their skeptical minds of the genuineness of the fluid.

No other caverns are known in which there can be found such an infinite variety of quaint, curious and wonderful formations. Almost every object in



CORAL SPRING.

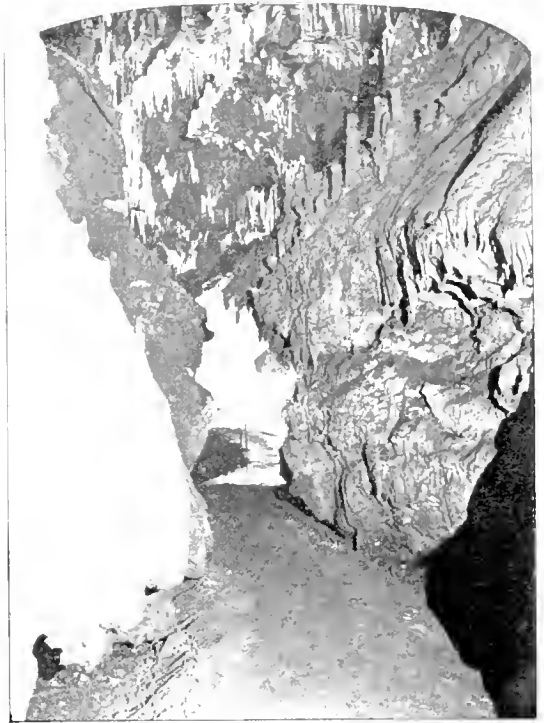
nature is here reproduced in startling similarity, while the curious shapes and indescribable grouping of thousands of others seem to be the handiwork of Nature in a playful mood. Fantastic, grotesque, beautiful, weird, grand and superb, are words which find expression on the lips of every one who gazes upon the treasures of this "house not made with hands."

During the winter of 1897 and 1898 new portions of this underground wonder, heretofore unexplored, were opened and made accessible to visitors.

In this newly developed section the high arching and richly ornamented domes found in other parts of the Caverns are a leading attraction, but the decorations of those here found are unique and surpass any previously discovered. Instead of the chandelier effect, with its bewildering and glittering array of translucent pendants which characterize the ceiling of the Ball Room, Campbell's Hall and others, the surface here is a mosaic of rich patches of formations like seaweed and coral, in varied hues, from rich seal brown and deep salmon to the most delicate tint of rose.



WASHINGTON'S COLUMN



ENTRANCE TO GIANTS HALL

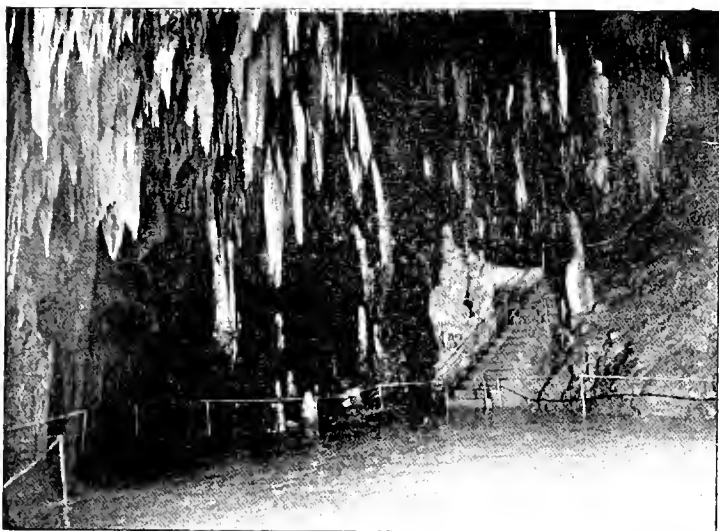
These formations appearing at close intervals are massed in a brilliant mosaic by great waves of frothy white and cream, like the foam of the ocean tossed and whirled by the waves. Surmounting all this rich ornamentation that bids defiance to the work of Art, are exquisite flutings of the richest and most delicate order, in pearly white and cream.

Under the brilliant rays of the electric light, the effect of this rich blending of color is far grander than that of the most magnificent sunset the upper earth has ever known.

These "Senate Halls of Nature" can be compared to no work of man's hand. The finest work of Art would be a mute and baffled mimicry in the review of such intricate and gorgeous ornamentation.

Objects of the outer world are represented in these newly discovered chambers as in heretofore explored portions of the Caverns.

In strange defiance to the laws of nature and geography, from the side of



FALL ROOM.

one of the domes found here pours the cataract of Niagara and only a few feet distant is the Yosemite represented, with its three equi-distant leaps in snowy crystals.

The "Golden Apples of Hesperides" are wonderfully presented and give variety to the richness of this wonderful cabinet of nature.

The "Labyrinth of Perseus" is also tangibly manifested with the figure of "Ariadne" standing near its entrance in the supposed possession of the guiding "Thread."

The figure of the "Petrified Forest" is well sustained in a collection of stalagmites resembling a stunted growth. This is in many places broken, distinctly showing the successive rings and grain of wood in the miniature trees.

This forest extends into the "Labyrinth of Perseus." Tiny white forms adjacent are supposed to represent the "Babes in the Wood," fixed in stony and unrelieved terror.

A formation of striking distinctness and

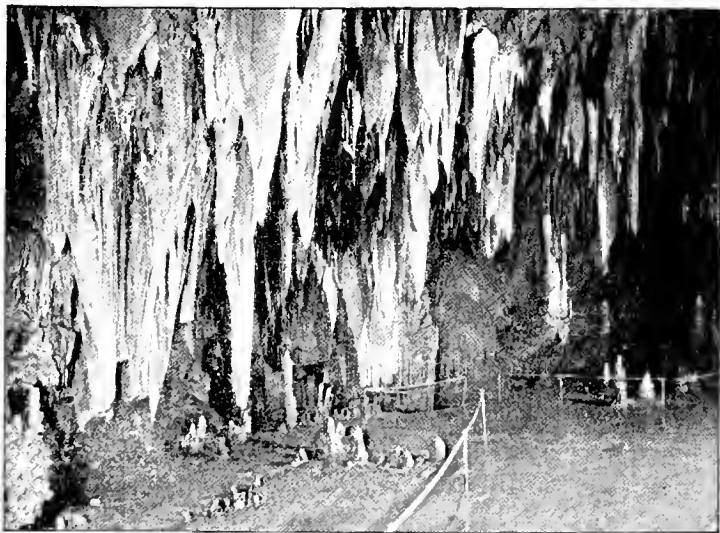
beauty thrown out upon a dark background is a tall, white figure, standing immediately over the smaller ones. This is supposed to sustain the character of the "Guardian Angel."

Columns grand and beautiful, and pieces representing statuary, both in bronze and marble, are abundantly interspersed through this new section, which is also especially rich in the multitude, size and magnificence of its voluminous draperies, which enclose the entire section on either side. In many of these the waving effect, in-

stead of the perpendicular fall, is strikingly distinguishable.

These new discoveries are equal to anything yet known in the Luray Caverns.

It is a task of recognized difficulty to describe the indescribable. This difficulty is enhanced, if possible, in the case of cave scenery by the fact that the impressions it leaves upon the mind of the beholder differ not so much in degree as in kind from those of past experience. A new order of sensations, ideas and emotions demand, of course,



SIDE VIEW OF FALL ROOM.

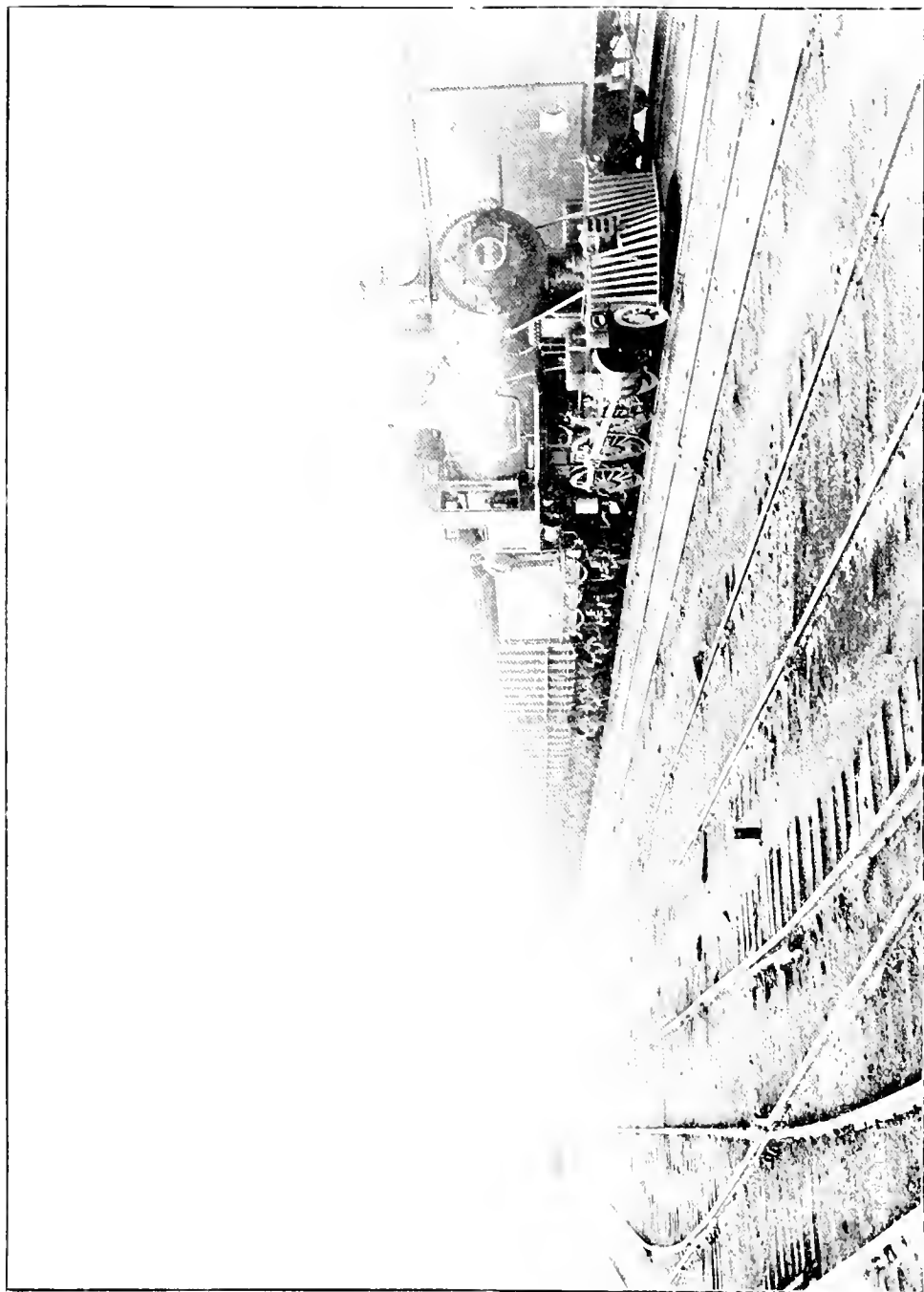
a new vocabulary. No straining or expansion of a terminology derived from the upper world will enable it to describe adequately the wonderful phenomena presented in this realm of stalacta. The visitor who attempts description must be content, therefore, with seeking to impart enthusiasm without hoping to trace fully its causes. This only will remain clearly understood—the felicity of having experienced a sensation altogether novel.

The Persian monarch's desire—a new pleasure—is secured at length to

the world in the Caverns of Luray.

Luray Caverns are located on the line of the Norfolk & Western Railway, sixty-five miles from Shenandoah Junction, on the line of the Baltimore & Ohio Railroad. Excursions are run every summer and fall from Philadelphia, Baltimore, Washington and intermediate points on the Baltimore & Ohio Railroad, and special excursion rates for the summer touring season are to be obtained from nearly every portion of the United States east of the Mississippi River.





A FIFTY CAR COAL TRAIN, 2,000 TONS WITH MODERN EQUIPMENT OF THE B. & O.



THE NEW B. & O. ROUNDHOUSE AT CUMBERLAND AND TEN NEW LOCOMOTIVES AWAITING ORDERS.

TO THE HIGHER COURT.

BY N. P. RUSVAN.

"I'LL carry it to the higher court. That's what I will. They're persecuting me; that's what they are; and I'll not have it. I've paid my last fine, and I'm going to fight now if it takes my last cent."

John Fulweiler was a saloonkeeper in the little town of Millbank, in an eastern state, and had just paid a fine before the mayor for keeping open at unlawful hours. A fight against the saloons was on in that little hamlet, and Fulweiler had been arrested and fined five times. Now he was determined to fight. He had been drinking, too, and was taking a furious scolding out on his wife.

"I suppose them there fanatics of temperance people will be after me again. And you won't be sorry. You'd see them send me to jail, and be glad of it, you would. But I don't want any more advice from you. I'm going to fight, and if they haul me up again I'll appeal it. They're all stingy, these temperance people, and it will break their hearts to spend a little money. You see that key? Well, that key opens that front door to-morrow morning at five o'clock. Yes, I know it's Sunday. Better the day, better the deed. Is that it? You're always quoting some of your church drivels at me. It's going to be a cold night to-night, and I'm going to let the boys stay jest as long as they want to. They'll want to get good and warm before they'll feel like tacklin' the cold trip home. Some of 'em might want to come back early, and I'm going to open up at five o'clock. No, I'll make it 4.30 just for luck; and that key'll stay right there on that table, so I can pick it up without any trouble when I get up, and I don't want the light put out in this room any more after I go to bed."

"Myrtie see key, papa. Myrtie see key. Myrtie like big key;" and his little two-and-a-half year old Myrtle took the key from the irate saloonkeeper's hand and held it aloft in her tiny fist. John Fulweiler took the key away from his

little daughter with an uncomfortable feeling tightening in his throat. Somehow he couldn't reconcile his business with his little pet.

Mrs. Fulweiler continued her sewing with a heavy heart. She looked down at her babe, and the tears blinded her eyes. Where would it all end? John Fulweiler had gone out into his bar and taken a drink. He was mad and didn't know what else to do. The wife had begged him to give up the business, so that she, and perhaps both of them, could join the church and move in the best society the place afforded, if only for the sake of their child.

Fulweiler paced up and down behind his bar, muttering in his ire over the recent happenings; but things that his wife had pleaded for, especially since the birth of Myrtle, would come up and bother him.

"Pshaw! Me a church member; and goin' to prayer meeting. Fah! I like that. Ah, ha! ha! O, well, I might, I might. Do anything for Myrtle. But I've got a few church people to get even with first. I'll make 'em pay for sneakin' and doggin' and spyin' on me." And the soliloquizing saloonkeeper took another drink. His tongue was already beginning to thicken. He drank with customers during the evening, and when custom was slow he would expedite matters by taking a drink with himself. Long before the closing hour John Fulweiler was helped to his bed a limp and inert mass of bestiality.

"Fran (hie) Frank, put th' key on th' table (hie), on th' table. I'll open up mysel' in th' (hie) mornin'. Pay no more fines. Fi fight. Fight. That's the word. Carry everything to higher court;" and the barkeeper left him to his maudlin mutterings.

That night was a terrible one. A sudden change from a mild day brought on a blizzard of snow and sleet, which eddied and swirled in the cutting wind, blinding pedestrians, and nearly carrying them off their feet at the street corners: sifting in through the cracks

and crannies; making little drifts upon the inside of window ledges, and larger ones under the doors. The drift in John Fulweiler's saloon stretched almost entirely across the floor by the early dawn of that gray and gloomy Sunday morning.

John Fulweiler kept his word. True to the unaccountable phenomena of the drink-befuddled brains, he awoke at 4.30 and immediately arose. His brain was thick, and he was unsteady upon his feet. Bracing himself against the bed post he stood stupidly gazing into vacancy with his finger ends in his hair. He was still too drunk to know that it was cold. He couldn't make out whether he was coming to bed or getting up.

"I'll take a drink," he said, as he began to move along in a weaving way, his legs wide apart, his suspenders flopping. As he passed the table he noted the lighted lamp. "Wife's careless. How many times I told her 'bout th' lamp. Ef it wasn't fer me she'd burn this house up some day, an' us in it. An' us in it. An' then wouldn't our temperance friends be glad. I'll open up. Don't care what time it is. I'll open up. Where's that key? Want anything done, mus' do it yourself. 'Better the day, better the deed.' That makes my wife mad to quote scriptur' on her." He had reached the bar, which was in an adjoining room to his own. "Christians is always throwin' things up to you by quotin'. Well, here's same to 'em. Guess I'll tickle 'em when I take it to a higher court. Dad, but it's cold. I'm shakin' all over. John, you mus' quit drinkin' s'much. Well, here's to the temperance people. In th' language of the 'mmortal Rip, 'and may they live long and prosper'—an' that's what I say. Who's shakin' tha' door? Some feller comin' back. He'll freeze out there. Poor feller. He'll free-freeze out there. All righ', all righ', in a minute," and he raised the glass unsteadily to his lips as he

braced against the bar and turned his face toward the door.

His quaking hand never reached his lips. Half way up he held it, as though paralyzed, his bleary eyes transfixed upon something white lying against the door, the snow drifting up around it. A little white hand holding a big key, was reaching up as if to unlock the door. A little blueish-white foot, frozen stiff, showed from under the night-gown braced out in the snow. Little Myrtle trying to "open up." Swift as the lightning stroke the sobering breath came.

"My God! Sarah. Myrtle, Myrtle's dead!" His terrible cry rang through the house. When the poor mother and neighbors rushed in they found John Fulweiler groveling in the snow upon the floor, coddling the little form to his breast, mumbling and moaning like a madman, the little night-gown rattling stiff and hard against him, the little frozen hand griping a big frosted key. Almost blotted out under the accumulating film of snow could be traced the prints of the little bare feet across the floor. She must have been there for hours.

They carried the strong man and the little one away. There was some life still in the tiny body. It was a long time before they could release the stiffened fingers from around the key, and as they did so the blue eyes opened and looked up into their faces.

"Myrtle open the door for papa," and as the words came the sweet light in the little blue eyes grew dimmer and dimmer and went out. The little soul had winged its flight; Myrtle had carried it to a higher court.

John Fulweiler never opened the door of that saloon. He never entered the room again. The stock was disposed of for the benefit of creditors: he would not even touch what was left of the proceeds. The case had been carried to a court from which there was no appeal.



AN OLD CAMEL BACK LOCOMOTIVE AND IRON HOPPER COAL CARS FORMERLY USED IN THE SERVICE.



THE OLD STYLE ENGINE HOUSE AND CAMEL ENGINES.

BALTIMORE & OHIO R. R. TRAVELING LIBRARY.

By SAMUEL H. RANCK.

The Free! Pratt Free Library, Baltimore.

THE system of traveling libraries, under the care of the state, was introduced to the American people in 1892. In that year the legislature of New York authorized such libraries, and in February, 1893, the first one was sent out from Albany. From the day that New York began the experiment, interest has been growing, and more than half a dozen states have already taken up the plan. The purpose is that those who dwell in a community far removed from a library may be able to obtain some of the privileges and advantages of those who have easy access to a large collection of books. In brief, on the application of responsible parties, and the payment of transportation, a selected number of volumes (usually 50 or 100) are sent from the central library to a community, to circulate among the people for few months. The books so sent form the "traveling library." This is the New York plan, which is developing along the lines followed in Australia, where the traveling library has been in operation a number of years.

But long before the state of New York had taken up the traveling library some of our American railroad companies were circulating books to the employes along their lines; and those states that have adopted the system of traveling libraries can extend their usefulness by enlisting the interest of railroads and railroad men in the work. The railroad, the means of travel, should be made the means of introducing the traveling library into every corner of the state. The experience of the Baltimore & Ohio Railroad is direct evidence that the effort would be crowned with success.

During the last half century the state of New York has spent millions of dollars on books for the people. It is, therefore, not unnatural that there should be a larger use of the traveling library of a railroad in a section where, until within recent years, the free circulating

library was almost unknown. Such a library, in some of its features both original and unique, is found in the Baltimore & Ohio Employees' Free Circulating Library. This library, after having been moved several times, is now at home in a large second-story room, in the building at the corner of Pratt and Poppleton streets, Baltimore, at the Mt. Clare shops.

In 1884 the late Dr. W. T. Barnard was "assistant to president" of the B & O corporation, and to him the library is largely, if not entirely, due. Dr. Barnard was actively interested in the B. & O. Relief Association (now the Relief Department), and thus acquired a knowledge "of the sad lack of educational facilities along the main stem and branches of the Baltimore & Ohio Railroad." He therefore undertook to establish a free circulating library "exclusively for the use of the employes and families of employes of this service." His plan was outlined in a circular, dated December 1, 1884, from which the following is taken:

"The establishment of a Free Circulating Library for the employes of the company is undertaken in the belief that such an institution will be welcomed by all classes as a popular and desirable measure, and that, through its agency and development, much-needed opportunity will be afforded employes to qualify themselves for promotion and advancement in life, while at the same time their children, wherever located, will have at hand facilities for study and instructive reading matter seldom obtainable outside large cities. This will be done without cost to employes and in such a manner that the books furnished can be utilized not only at reading-rooms (not always convenient of access), but also amid the comforts and society of their homes.

"The plan, in brief, is, by means of contributions of money and books, to establish a compact general and technical library, selected with special reference to the wants and tastes of employes and their families, to print inexpensive but carefully prepared catalogues and cards on which to make requisitions for books, and to so distribute them that every member can receive and return literature, without delay, through the company's train service.

"This library is therefore to be exclusively for the use of all employes, their wives, and more particularly, *their children*. Its mission will be to exert an elevating and educating influence on those it reaches. It will supply current periodicals, standard

works on the sciences, general literature, poetry, historical, text and other books of practical utility to engineers, mechanics, firemen and other railroad employees, and those especially adapted to educating and forming the character of the young. Whatever is immoral in tendency will be rigidly excluded from its shelves, and its management will do all it can to discourage the use of literature from which unhealthy and unreal ideas of life might be drawn.

"It has been created and will be sustained by voluntary contributions of money and literature from the officers and employees of the Baltimore & Ohio Company and outside friends interested in their welfare.

"Its headquarters will be at Baltimore; but it will undertake to distribute books, etc., to any point on the Baltimore & Ohio Railroad lines."

The plan, as outlined by Dr. Barnard, received the official sanction of the company March 2, 1885, through an order of the president, the late Robert Garrett. The order provided for the management of the library by a library committee, said committee to be composed of two directors of the Technological School, two members of the committee of management of the Relief Association, and a representative of the B. & O. Company, appointed by the president. The principal instructor of the Technological School and the secretary of the Relief Association were to be members of the library committee *ex-officio*. The Technological School was abandoned some years ago, and since then its representation on the committee has been dropped. When the Relief Association was changed to the Relief Department the corresponding officials of the latter became members of the library committee. The library year begins December 1, and the members of the committee are appointed annually. The president of the company appoints the librarian.

The library committee, as provided for in the president's order, organized and began work at once. They appealed for aid to those only who were financially interested in the company. They collected \$5,391 and received about 1,500 well selected books as donations. The nucleus of the collection was a donation of 600 volumes to the employees at Mt. Clare by the late John W. Garrett, in September 1869.

December 3, 1885, the library began its work with 4,500 volumes on its shelves, 3,000 of which had been purchased. The first year 16,120 volumes were circulated, 4,850 at Mt. Clare, and the remainder at different stations on

the lines of the B. & O. The circulation for the second year was 23,514; for the third year, 23,470, a slight decrease. The fourth year showed an increase of more than 2,000 over the previous year; and since then there has been a steady growth in the circulation. The circulation for 1895 was 37,702, and in 1896 2,500 borrowers drew 39,505 volumes from the library. Since 1885 more than 300,000 volumes have been drawn.

These books travel as far westward as the Mississippi River, through eight great states, and over a railway system approximating 3,000 miles. They are delivered to borrowers through local agents, and the average time, from the placing of an order for a book in the hands of an agent until the book called for is in his hands, is now less than 24 hours for the entire system. The library uses 674 agencies, each agency serving as a delivery station for the employees of the community or department.

Along with the increase in the number of books used there has been a decrease in the percentage of fiction. The first year 64 per cent of the circulation was fiction; the percentage of fiction is now less than 53 per cent.

A book may be retained two weeks, and may be once renewed for a like period, or oftener, if no application for it is on file. There is a fine of one cent per day on books kept over time, but a margin of three days is allowed to cover the time consumed in transit.

On leaving the service of the company all books must be returned before pay vouchers are cashed; otherwise the value of the book will be deducted from the wages of the employee.

The whole system of sending out and returning a book is similar to that of the registry department of the post-office. Every person who handles a package receipts for it, so that it is possible to trace anything that may be lost. The company is responsible for all books in transit, and it exacts the same care in the handling of library property that is required for all other property.

The system of ordering and charging books for circulation is very simple. The borrower fills out a requisition blank, that is, by writing the name and call numbers of the books he wants, which

he selects from printed catalogues, and by signing his name and address and the department in which he is employed. The requisition is then countersigned by the agent through whom he wishes to get the book, and it is sent to the librarian at Mt. Clare, Baltimore. The librarian takes the first book on the list (using his discretion, however, in case of fiction to select for the reader), and then makes out a record-card for the transaction. On this card is entered the date, the requisition, book, agency and package number, and the name of the borrower. The card is filed in the order of the book number. Another entry is made on a card under the agency number. This entry shows how many and what books are at any agency at any time. When a book is returned its number is marked off on the agency card, and the charge on the card filed under the book number is canceled. A new series of requisition numbers begins every year on the first of December, and the requisition number is always the total circulation of the fiscal year to date.

After all entries have been duly made and the requisitions have been stamped and dated, the books are wrapped in packages. These packages are then stamped and labeled for delivery through the baggage department to the agents along the lines. Several agencies take such a number of books that satchels are used in carrying them back and forth.

To prolong the life and usefulness of the books, and at the lowest possible cost, the librarian uses for binding and repair the leather from worn car seats, which he gets from the passenger car

repair shops. The leather is practically useless when it is removed from the seats, but the pieces he is able to get makes a binding that is both neat and durable.

Mr. Irving, the enthusiastic librarian goes over the lines once a year visiting all the agents in the interest of the library. This is done during the summer, when, for about four weeks, the library is closed.

The library now contains about 14,000 volumes. Gifts of suitable books will be gladly received.

Corporations, like individuals, are recognizing that their duty to those they employ is not complete on the payment of the stipulated wage. Hence it is that relief departments, Young Men's Christian Associations, and other helpful organizations are established or encouraged by so many of our railroads. These organizations raise men to a higher physical, intellectual and moral plane of life—the very fundamentals of faithful service. In other words, it pays to have some regard for the men outside of working hours.

The force of good books in our daily lives is being felt and recognized more and more every day. To the section hand and his family, living in rockbound isolation, to the operator in the signal-tower, waiting for the click of his instrument to call him to duty, to railroad workingmen everywhere along the Company's lines, the books from Baltimore are bringing sunshine; and in the economy of the universe I fancy that it is no less important to cause such sunshine than it is to cause two green blades to grow where now there grows but one.





THE FOX AND THE RAVEN.

BY GUY WETMORE CARRYL, IN HARPER'S ROUND TABLE.

An old fable retold.

A RAVEN sat upon a tree,
And not a word he spoke, for
His beak contained a piece of Brie.
Or maybe it was Roquefort:
We'll make it any kind you please—
At all events, it was a cheese.

Beneath the tree's umbrageous limb
A hungry fox sat smiling;
He saw the raven watching him,
And spoke in words beguiling:
"J'admire," dit-il, "ton beau plumage."
(The which was simply persiflage.)

Two things there are, no doubt you know,
To which a fox is used:
A rooster who is bound to crow,
A crow who's bound to roost.
And whichever he espies
He tells the most unblushing lies.

"What's more," quoth he, "I understand
You're more than merely natty:
I hear you sing to beat the band
And Adelina Patti.
Pray, render with your liquid tongue
A bit from Goetterdaemmerung."

This subtle speech was aimed to please
The crow, and it succeeded:
He thought no bird in all the trees
Could sing as well as he did:
In flattery completely doused
He gave the Jewel Song from Faust.

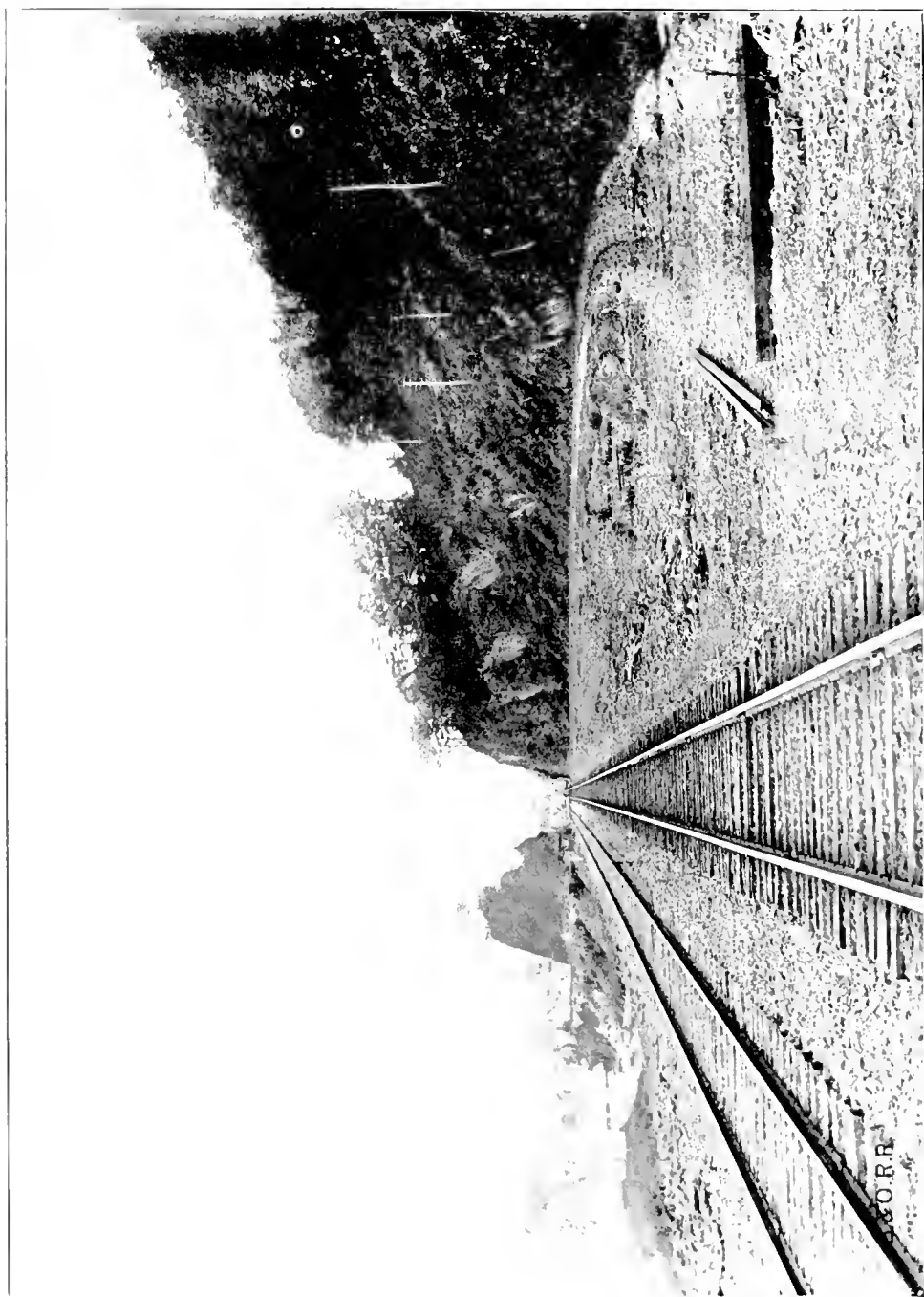
But gravitation's law, of course,
As Isaac Newton showed it,
Exerted on the cheese its force,
And elsewhere soon bestowed it:
In fact, there is no need to tell
What happened when to earth it fell.

I blush to add that when the bird
Took in the situation,
He said one brief, emphatic word,
Unfit for publication.
The fox was somewhat startled, but
He only sighed and answered, "Tut!"

The moral is: A fox is bound
To be a shameless sinner,
And also, When the cheese comes round,
You know it's after dinner.
But (what is only known to few)
The fox is after dinner too!



RECONSTRUCTION OF THE BALTIMORE & OHIO R. R.
THE "SEVEN CURVES" IMPROVEMENT SHOWING THE CUTTING AWAY OF THE SIDE OF THE MOUNTAIN



RECONSTRUCTION OF THE BALTIMORE & OHIO R. R.
THE "SEVEN CURVES" IMPROVEMENT. THE OLD TRACK, RUNNING AROUND THE POINT, IS PLAINLY DISCERNIBLE.

ONE RAILROAD IN PHILIPPINES.

THE Manila & Dagupan Railway, the only railway in the Philippine Islands, is running along smoothly as if peace prevailed throughout the land. Ordinarily railroads suffer as much inconvenience and loss in business and damage as any other line of business when comparatively small countries are in a state of rebellion. This loss is not only because of demoralization in freight business and from common disinclination of people to travel where the existence of social disorder creates an additional element of risk in traveling on public carriers, but because of destruction of railroad property, as a matter of proper warfare and military strategy, as has been the case in Cuba. The Philippine railroad has been remarkably fortunate in the respect of enjoying immunity from inconvenience and violence at the hands of the insurgents—so fortunate, indeed, as to agreeably surprise and disappoint the management of the property.

The road, says the *Railway Age*, from which the foregoing is taken, is of three feet six inch gauge, and runs from Manila, with a population of over 200,000, in an almost northerly direction, 125 miles, through several large municipalities, to Dagupan, a reasonably prosperous seaport of about 30,000 souls.

The island of Luzon, of which Manila is the capital, has a population of about 3,500,000, nearly half the population of the twenty-one islands that form the Philippine group, and with an area of nearly double that of Great Britain. The railroad, as might be expected, runs through the most populous section of Luzon.

While the railroad is private property and owned and managed by Europeans other than Spaniards, it was thought the insurgents would nevertheless try to prevent its operation, at least spasmodically, inasmuch as it was proving of so great advantage to the government in the effort to quell the revolt. There has, however, been no trouble with the road as yet. The forbearance of the rebels has caused no little surprise among Spanish officials. The insurgents derailed a passenger train several months ago. Since that time there has been absolutely no violence. The rebel leaders were much displeased when they learned that some of their subordinates had molested a train, and at once gave orders that the personal and property rights of foreigners other than Spaniards should be respected, and that this order was intended to apply particularly to the railroad, which they well understood was the property of English capitalists. The fact that the railroad company has not since been subjected to the slightest trouble or inconvenience, while the immediate country is involved in serious and formidable revolution, demonstrates these facts:—(1) That the Philipinos are not savages warring just for the excitement of the thing. (2) That they are a peaceful and easily governed people, and are regarding with respect the wishes of their recognized leaders. (3) That they value the good will and sympathy of Europeans who live in the Philippines, and will unquestionably see to it that these foreigners are protected to the fullest possible extent.



CHRONOLOGICAL HISTORY OF THE WAR WITH SPAIN.

FEBRUARY 8.—Publication of letter written by Senor Dupuy de Lome, Spanish Minister to the United States, speaking disparagingly of President McKinley, led to the Minister's resignation of his post.

FEBRUARY 14.—Senor Luis Polo y Bernabe was appointed Spanish Minister to the United States to succeed Dupuy de Lome.

FEBRUARY 15.—The United States battleship "Maine," at anchor in the harbor of Havana, blown to pieces. Two officers and more than 250 members of the crew were killed; 104 survived, most of whom were injured; the ship and all her contents were totally destroyed.

FEBRUARY 16.—The Senaté passed the fortification appropriation bill. The House adopted resolutions of sorrow for loss of "Maine."

FEBRUARY 17.—A naval Court of Inquiry appointed by Admiral Sicard to investigate the blowing up of the "Maine."

FEBRUARY 18.—The Senate debated providing for Congressional investigation of the "Maine" disaster. Passed resolution appropriating \$200,000 to recover bodies and save property from the "Maine."

FEBRUARY 19.—The request of Spanish officials in Havana for joint investigation of the wreck of the "Maine" declined by United States.

FEBRUARY 21.—The Senate instructed the Committee on Naval Affairs to investigate "Maine" disaster, and passed the House resolution appropriating \$200,000 for work on the "Maine" wreck.

FEBRUARY 22-24. The Senate, by a vote of 52 to 4, passed bill providing for two additional regiments of artillery.

FEBRUARY 25. The Spanish cruiser "Vizcaya" left New York harbor for Havana.

MARCH 1.—The Senate adopted resolution providing for erection in the National Capitol of a bronze tablet to the memory of the "Maine" disaster.

MARCH 7.—The steam tug "Dauntless" seized by United States Government, charged with taking arms and men to Cuba.

MARCH 8.—The House passed bill appropriating \$50,000,000 for national defense, after four hours of debate, by unanimous vote of the 311 members present.

MARCH 9.—The Senate passed the bill appropriating \$50,000,000 for national defense by unanimous vote, without debate. President McKinley signed the bill appropriating \$50,000,000 for national defense, and measures for preparations for war vigorously pushed.

MARCH 11.—The Secretary of War issued orders re-arranging the military departments of the country. The House Committee on Naval Affairs provided for three new battleships, to cost about \$6,000,000 each; one to be named the "Maine."

MARCH 12.—Senor Polo y Bernabe, the new Spanish Minister to the United States, presented his credentials to President McKinley.

MARCH 14.—The Navy Department purchased two Brazilian cruisers, having just been built in England. The special board on auxiliary cruisers, appointed by Navy Department, began examination of merchant vessels at New York City.

MARCH 16.—The House Committee on Naval Affairs decided to provide for six torpedo boats and six torpedo-boat destroyers, in addition to the three battleships previously decided upon; also the erection of a smokeless powder factory. Spain remonstrated against the presence of the United States fleet at Key West and against other measures of defense taken by this Government.

MARCH 17.—Battleships "Massachusetts" and "Texas" detached from the fleet at Key West and ordered to Hampton Roads. In the Senate, Mr. Proctor (Rep. Vt.) made statement of what was seen by him in Cuba.

MARCH 18.—Spanish and Cuban Commissioners to negotiate commercial treaty with United States, meet in Washington.

MARCH 21. House passed "Maine" relief bill. Secretary Long named the two Brazilian cruisers purchased the "New Orleans" and "Albany."

MARCH 22.—Naval appropriation bill reported to House from Committee.

MARCH 23. The Senate passed the "Maine" relief bill.

MARCH 24.—Admiral Sicard relieved from command of fleet at Key West account of ill health. Captain Sampson ordered to succeed him.

MARCH 25.—Spanish report of "Maine" disaster received at Madrid.

MARCH 26.—Verdict of "Maine" Court of Inquiry communicated to Spanish government.

MARCH 28.—The testimony taken by "Maine" Court of Inquiry made public. Commodore Schley took command of flying squadron.

APRIL 1.—Spanish cruisers "Vizcaya" and "Oquendo" sailed from Havana. House passed Naval Appropriation bill.

APRIL 4.—The flag removed from the wreck of the "Maine."

APRIL 5. Consul-General Lee ordered to return from Havana.

APRIL 9.—Consul-General Lee and the other American consuls in Cuba sailed for United States.

APRIL 11.—President McKinley in message to Congress asks authority to intervene in Cuba by force and re-establish peace and order in the islands.

APRIL 13.—The House passed by a vote of 322 to 19 the resolutions reported by Committee on Foreign Affairs, directing President McKinley to intervene in Cuba: much excitement and disorder.

APRIL 15.—Orders issued to concentrate nearly all of regular army of United States at gulf ports of New Orleans, Mobile, Tampa and Chickamauga Park.

APRIL 16.—Senate passed Cuban resolutions reported by Committee on Foreign Relations by vote of 67 to 21 and an amendment recognizing the independence of Cuba was adopted by vote of 51 to 37 and a further amendment disclaiming any intention to exercise sovereignty over the island, except

for purpose of pacification was agreed to unanimously.

APRIL 18.—Commodore Howell placed in command of North Atlantic patrol fleet.

APRIL 19.—United States troops moved to point of mobilization on the Gulf and Chickamauga Park.

APRIL 20. President McKinley signs the resolution of Congress and sends an ultimatum to Spain, demanding that her land and naval forces withdraw from Cuba and requiring an answer before noon of April 23. The Spanish minister at Washington requested and received his passports.

APRIL 21. Before Minister Woodford could deliver ultimatum of United States to Spain, he was notified by Spanish government that diplomatic relations with the United States were at an end. Left Madrid for Paris after intrusting legation affairs to British Embassy. Fleet at Key West under Admiral Sampson ordered to sail. Blockade of Philippine Islands by Asiatic squadron under Commodore Dewey decided upon. The yacht Corsair bought by Navy Department and christened "Gloucester" from J. Pierpont Morgan. Great Britain notified Spain that coal would be considered contraband of war. Captain Sampson raised to rank of rear admiral. Enlistment volunteers throughout Union.

APRIL 22.—The Spanish merchantman, "Buena Ventura" captured by United States gunboat "Nashville" off Key West.

APRIL 23. President McKinley issued proclamation calling for 125,000 volunteers.

APRIL 24.—Spain issued a decree declaring that state of war existed with the United States. Three Spanish merchantmen captured by blockading fleet.

APRIL 25. United States Congress declared that war existed with Spain. Secretary of State John Sherman resigned. States called on for their quotas of troops.

APRIL 26. President McKinley, by proclamation, declared the intention of United States to adhere to anti-privateering agreement of Declaration of Paris. England proclaimed neutrality, deciding that war began April 21, when Spain

gave Minister Woodford his passports. Postmaster-General ordered no more mails be sent from United States to Spain.

APRIL 27.—Earthworks defending Mantanzas, Cuba, bombarded and silenced by the "New York," "Puritan" and "Cincinnati," of Admiral Sampson's squadron. First action of the war. Commodore Dewey's squadron sailed from Mirs Bay for Manila.

APRIL 28.—Following governments declared neutrality: Great Britain, Italy, Switzerland, Netherlands, Sweden and Norway, Colombia, Mexico, Russia, France, Corea, Argentine Republic, Japan and Uruguay.

APRIL 29.—Portugal announced neutrality; and Spanish squadron comprising "Maria Teresa," "Almirante Oquendo," "Vizcaya," "Cristobal Colon," and torpedo-boat destroyers "Pluton," "Terror" and "Furor" sailed from Cape Verde Islands.

APRIL 30.—Steamship Paris reached New York in safety. United States battleship "Oregon" reported at Rio de Janeiro, Brazil.

MAY 1.—United States naval squadron under command of Commodore Dewey, steamed into harbor of Manila, and at daybreak engaged Spanish fleet, consisting of "Reina Cristina," "Castilla," "Don Antonio de Ulloa," "Isla de Luzon," "Isla de Cuba," "General Lezo," "Marquis de Duero," "Cano," "Velasco," "Isla de Mindanao" and a transport. American ships "Olympia," "Baltimore," "Raleigh," "Petrel," "Concord" and "Boston" opened heavy fire on Spaniards, resulting in complete destruction of Spanish ships and silencing of land batteries. On American side six men slightly wounded, no one killed. Spanish loss two commanders, and from 600 to 700 men killed or wounded.

MAY 2.—Commodore Dewey cut cable connecting Manila with Hong Kong and destroyed fortifications at entrance of Manila Bay, taking possession of naval station at Cavite.

MAY 4.—"Oregon" and "Marietta" leave Rio Janeiro. President McKinley nominated from civil life Jas. H. Wilson, Delaware; Fitzhugh Lee, of Virginia; Wm. J. Sewell, of New Jersey and Jos. Wheeler, of Alabama, to be major-generals of volunteers. Orders went out

from Washington for concentration of regular and volunteer troops at San Francisco and purchase of transports to go to Manila.

MAY 5.—Serious riots occurred in Spain, on account high price of food.

MAY 6.—French steamer "Lafayette" was captured while attempting to run Havana blockade, but was released by direction of our State Department and escorted to Havana.

MAY 7.—Commodore Dewey promoted to acting rear admiral and congratulated by authorities at Washington for his brilliant victory at Manila Bay.

MAY 9.—President McKinley sent message to congress in commendation of Admiral Dewey.

MAY 11.—In an attack by Spanish gunboats and shore batteries on American blockading vessels, "Wilmington" "Winslow" (torpedo boat), and "Hudson," at Cardenas, Cuba, the "Winslow" was disabled, Ensign Worth Bagley and four sailors killed and Lieutenant Bernadou and two others wounded. Ensign Bagley was first officer killed in war. Cable at Cienfuegos, Cuba, cut by American sailors under fire.

MAY 12.—First land skirmish of war with Spaniards at Port Cabanas, Cuba. Spanish squadron from Cape Verde reported at Martinique.

MAY 13.—Flying squadron under Commodore Schley, comprising armored cruiser "Brooklyn," battle ships "Massachusetts" and "Texas," dispatch boat "Scorpion" and a collier sailed from Hampton Roads for South.

MAY 14.—Spanish fleet reported at Curacao, off Venezuelan coast. Admiral Sampson's squadron off northern coast of Haiti. Senator Sewell of New Jersey, declines appointment as Major-General of volunteers.

MAY 15.—Entire Spanish Cabinet resigns.

MAY 19.—Spanish fleet under Admiral Cervera arrived at Santiago de Cuba.

MAY 20.—United States War Department took steps for enlistment of six regiments of yellow fever immunes in South.

MAY 21.—Senor Polo left Canada for Spain.

MAY 24.—Battleship "Oregon" arrived at Jupiter Inlet, Fla.

MAY 25. President McKinley issued second proclamation, calling for 75,000 additional volunteers. Cervera's squadron reported penned in at Santiago.

MAY 27. United States Circuit Court condemned and ordered sold prizes "Buena Ventura," "Panama," "Pedro" and "Guido," and released "Catalina" and "Miguel Jover."

MAY 30.—Embarkation of troops at Tampa began. Commodore Schley notified Navy Department he had Cervera and ships penned up in Santiago harbor.

JUNE 1.—Monitor "Monadnock" ordered to Manila. Admiral Sampson took charge of fleet at Santiago. Gen. Miles arrived at Tampa. Gen. Wiley assigned command of troops at Chickamauga.

JUNE 3.—Senate voted issuance of \$300,000,000 war bonds. The collier Merrimac, manned by Lieut. Hobson and seven others, was sunk in entrance to Santiago harbor.

JUNE 5. Capt. Gridley, of the "Olympia," died at Kobe, Japan.

JUNE 6. Santiago forts silenced by Sampson's vessels, and "Reina Mercedes" destroyed.

JUNE 7.—Monitor "Monterey" left San Francisco for Manila.

JUNE 9.—Cable companies ordered to issue no news of movement of United States war vessels. House passed war tax bill.

JUNE 11.—Invasion of Cuba actually begun by landing of 800 United States marines at Guantanamo, where American flag was hoisted.

JUNE 12.—Four Americans lost in engagement at Guantanamo. American marines at Guantanamo attacked by Spaniards. Two marines killed.

JUNE 13.—About 15,000 men, under Gen. Shafter, left Key West for Santiago. President signed war-revenue bill. Dynamite cruiser "Vesuvius's" first trial in actual warfare.

JUNE 14.—United States marines and insurgents routed 400 Spanish troops near Guantanamo.

JUNE 16.—Caimanera fort and earthworks shelled and demolished. Third bombardment of batteries at Santiago.

JUNE 17.—Spanish fleet left Cadiz.

JUNE 18. Spanish city of Catalonia issued manifesto calling upon Spain for peace.

JUNE 20.—Attempted assassination of Blanco reported. Forces under Gen. Shafter arrived at Santiago de Cuba.

JUNE 22. Landing of American troops at Baiquiri, Cuba. Direct cable communication opened between Guantanamo and United States. The Ladrone Islands capitulate to the "Charleston."

JUNE 23.—Battleship "Texas" destroyed Socapa Battery, Santiago de Cuba. Monitor "Monadnock" left San Francisco bound for Manila.

JUNE 24. — Forces under Shafter arrive at Juragua. Landing of troops completed.

JUNE 25.—American troops under General Chaffee occupied Seville.

JUNE 27.—Third Manila expedition commanded by General McArthur sailed from San Francisco.

JUNE 28.—President McKinley issued proclamation extending the blockade of Cuban ports to the southern coast. Also to the port of San Juan, Porto Rico.

JUNE 29.—General Merritt sailed from San Francisco for the Philippines. Reinforcements of 8,000 men sent to General Shafter.

JUNE 30.—Cruiser "Charleston" and three troop ships of first Philippine expedition arrived at Cavite.

JULY 1.—The heights of El Caney, San Juan, overlooking Santiago, taken by American troops, under Generals Hawkins, Lawton and Chaffee, after nine hours of severe fighting with heavy losses on both sides.

JULY 2.—The Spaniards attempted to retake San Juan but were repulsed.

JULY 3. —Spanish fleet under Admiral Cervera made a dash for liberty and was pursued by the "Brooklyn," "Oregon," "Iowa," "Texas" and converted yacht "Gloucester," resulting in the destruction of the entire Spanish squadron, which included the "Infanta Maria Teresa," the "Almirante Oquendo," "Vizcaya" and "Cristobal Colon" and two torpedo-boat destroyers "Furor" and "Pluton." The American loss only one killed and two wounded. Admiral Cervera and surviving officers and men of Spanish fleet taken prisoners. General Shafter gave notice to General Toral that he would shell Santiago.

JULY 4.—President McKinley conveyed his congratulations and thanks of the American people to the navy off Santiago de Cuba and issued a proclamation of thanksgiving for the victories.

JULY 6.—The Spanish authorities at Santiago exchanged Lieutenant Hobson and his seven men for special prisoners of equal rank. The cruiser "Alfonso XII" was sunk in attempting to escape from Havana harbor. The Eastern Spanish squadron, under Admiral Camara, reported at Suez.

JULY 7.—General Miles left Washington for Santiago.

JULY 8.—American lines in front of Santiago ready for the bombardment. Admiral Camara's squadron started on return voyage to Spain.

JULY 9.—General Toral, in command of Spanish forces in Santiago, offered to surrender the city if his troops were allowed to withdraw with their arms. The proposition was declined by General Shafter.

JULY 10.—Admiral Cervera and other prisoners from the Spanish fleet arrived in United States as prisoners of war.

JULY 11.—General Miles arrived in Cuba.

JULY 14.—General Toral agreed to surrender of Santiago on the condition that his troops be sent back to Spain.

JULY 15.—Fourth Manila expedition sailed from San Francisco.

JULY 16.—Admiral Cervera and his officers arrived at Annapolis, Md., and quartered at Naval Academy.

JULY 17.—The city of Santiago de Cuba was formally surrendered to General Shafter and the American flag hoisted over the palace. The surrender included about one third of the province of Santiago.

JULY 20.—General Wilson started from Charleston for Porto Rico with four thousand men.

JULY 21.—General Miles with transports and a convoy left Guantanamo for Porto Rico. General Calixto Garcia, of Cuban army, resigned.

JULY 22.—General Anderson at Manila reported that Aguinaldo had declared himself dictator and that the Philippine natives expected independence.

JULY 25.—General Miles with Porto Rico expedition landed near Ponce, on the south coast.

JULY 26.—Spain through the French Ambassador at Washington, M. Cambon, formally asked President McKinley to name terms upon which the United States would be willing to make peace.

JULY 27.—First brush of American troops with Spanish troops at Porto Rico, near Yauco. Surrender of the port of Ponce, Porto Rico, to Capt. C. H. Davis, of the "Dixie."

JULY 28.—The city on Ponce surrendered to General Miles.

JULY 30.—President McKinley communicated to M. Cambon, French Ambassador, conditions which Spain must comply with before United States could begin peace negotiations.

AUGUST 2.—The terms of peace negotiations made public. They included the immediate evacuation of every Spanish dependency in the Western hemisphere; the relinquishment of all Spanish claims to sovereignty in Cuba; the cession of Porto Rico and other islands, except Cuba, to the United States; the holding by the United States of Manila City and Bay, pending settlements by commissioners of the future disposition and government of the Philippines and the cession of an island in the Ladrone. The United States asked no money indemnity.

AUGUST 4.—Orders received by General Shafter to remove his army to Montauk Point, New York, as quickly as possible, owing to the unhealthy climate.

AUGUST 5.—General Shafter's troops began embarkation for home.

AUGUST 6.—The Queen Regent of Spain, after consulting leaders of all parties sanctioned the cabinet's reply, accepting American peace terms.

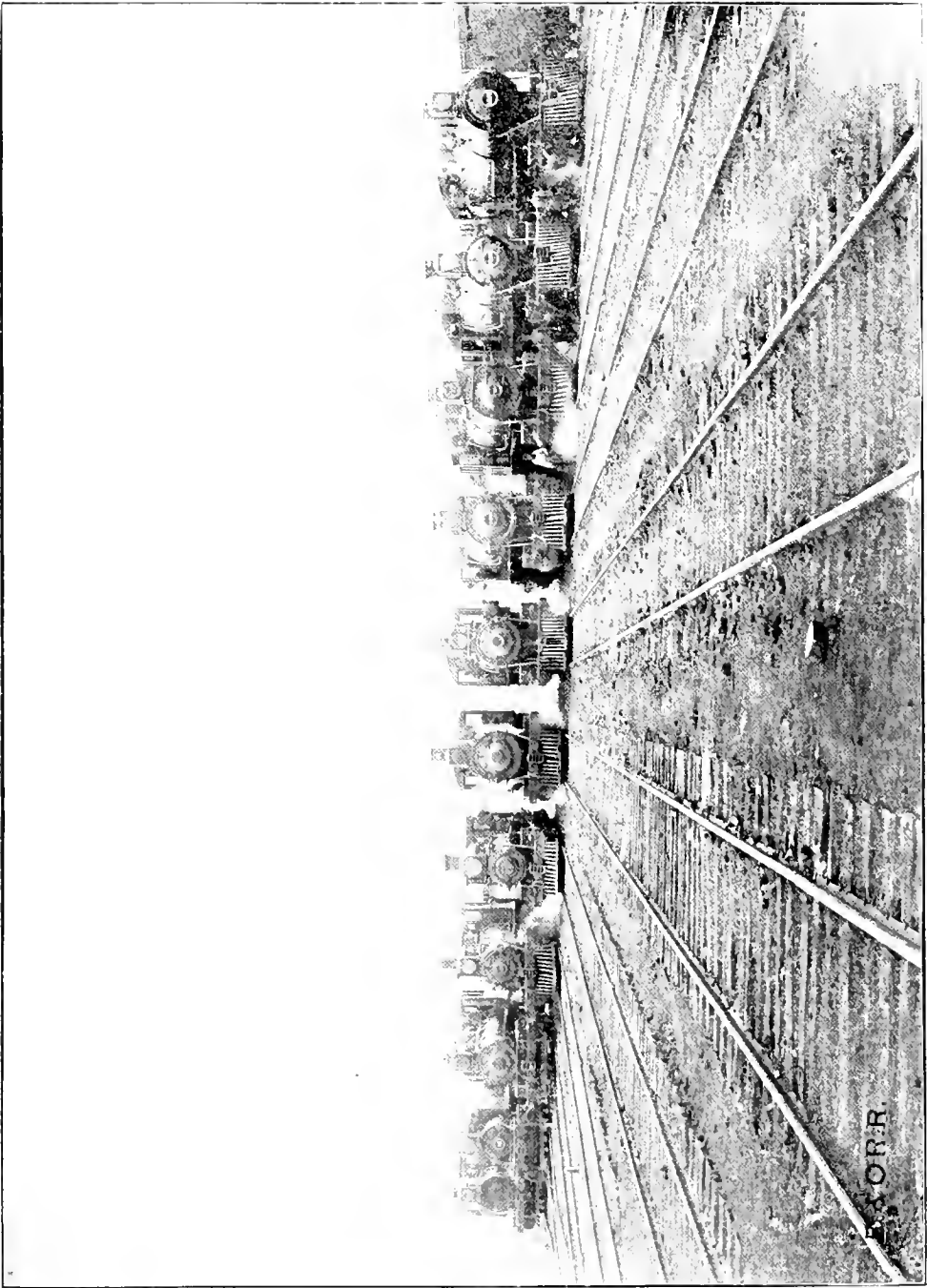
AUGUST 7.—General Miles continued to advance from Ponce to Juan Diaz.

AUGUST 8.—Spain's reply to our peace terms reached M. Cambon in Washington.

AUGUST 10.—Spain's peace answer was presented to President McKinley and a protocol was agreed upon, embodying terms of peace treaty.

AUGUST 11.—Spanish Cabinet decided to accept our peace protocol.

AUGUST 12.—The peace protocol was signed and orders issued by President McKinley to the army and navy that all military operations must cease at once.



SEVEN DIFFERENT CLASSES OF LOCOMOTIVES NOW USED ON B. & O. PHOTOGRAPHED IN THE CLEVELAND YARD.

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ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

B. & O. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA
AND NEW YORK.

EASTWARD	No. 528 DAILY	No. 510 EXCEPT SUNDAY	No. 512 EX. SUN 5 HOUR	No. 508 EXCEPT SUNDAY	No. 502 DAILY	No. 524 DAILY	No. 506 DAILY	No. 516 DAILY	No. 514 DAILY	No. 522 SUNDAY
	AM	AM	AM	NOON	PM	PM	PM	PM	NIGHT	AM
LV. WASHINGTON	7.05	8.00	10.00	12.05	1.15	3.00	5.05	8.00	12.01	9.00
LV. BALTIMORE, CAMDEN STA. .	7.55	8.50	10.50	12.57	2.15	3.49	6.00	9.00	1.15	9.50
LV. BALTIMORE, MT. ROYAL STA.	7.59	8.54	10.54	1.01	2.20	3.53	6.04	9.05	1.26	9.54
AR. PHILADELPHIA	10.15	11.00	12.53	3.09	4.35	5.56	8.19	11.40	3.55	12.00
AR. NEW YORK, LIBERTY ST. .	12.35	1.20	3.00	5.35	7.00	8.10	10.40	3.20	6.52	2.20
AR. NEW YORK, WHITEHALL TER. .	12.40	1.25	3.05	5.40	7.05	8.15	10.45	3.25	6.55	2.25
	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM

B. & O. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE
AND WASHINGTON.

WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 511 DAILY 5 HOUR	No. 535 EX. SUN 5 HOUR	No. 507 DAILY	No. 509 EXCEPT SUNDAY	No. 525 DAILY	No. 503 DAILY	No. 515 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, WHITEHALL TER. .	7.55	10.00	11.30	1.00	1.45	3.30	4.55	5.55	12.15	12.15
LV. NEW YORK, LIBERTY ST. .	4.30	8.00	10.00	11.30	1.00	1.45	3.30	5.00	6.00	12.15
LV. PHILADELPHIA	8.00	10.26	12.20	1.37	3.07	4.20	5.42	7.30	8.35	3.35
LV. BALTIMORE, MT. ROYAL STA. .	10.04	12.41	2.26	3.36	5.06	6.42	7.49	9.32	10.41	6.04
AR. BALTIMORE, CAMDEN STA. .	10.08	12.45	2.30	3.40	5.10	6.46	7.53	9.36	10.45	6.12
AR. WASHINGTON	11.00	1.40	3.30	4.30	6.00	7.50	8.45	10.30	11.45	7.30
	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM

Pullman Cars on all trains.

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WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY NOTE	No. 3 EXPRESS DAILY	No. 43 EXPRESS DAILY NOTE	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY
LV. NEW YORK, WHITEHALL TERMINAL	10.00 AM	1.45 PM	3.30 PM	5.55 PM	4.55 PM		12.15 NT
LV. NEW YORK, LIBERTY STREET	10.00 AM	1.45 PM	3.30 PM	6.00 PM	5.00 PM	4.30 AM	12.15 NT
LV. PHILADELPHIA	12.20 PM	4.20 PM	5.42 PM	8.35 PM	7.30 PM	8.00 AM	8.00 AM
LV. BALTIMORE, MT. ROYAL STATION	2.25 PM	6.42 PM	7.49 PM	10.41 PM	9.32 PM	10.04 AM	10.04 AM
LV. BALTIMORE, CAMDEN STATION	2.40 PM	7.00 PM	7.30 PM	10.55 PM	9.40 PM	10.12 AM	10.25 AM
LV. WASHINGTON	3.40 PM	8.05 PM	8.50 PM	11.55 PM	10.45 PM	11.05 AM	11.25 AM
AR. PITTSBURG			6.35 AM			8.00 PM	
AR. WHEELING		8.20 AM					
AR. COLUMBUS		11.35 AM		2.55 PM			
AR. TOLEDO				6.35 PM			
AR. CHICAGO		9.00 PM				10.00 AM	12.00 NN
AR. CINCINNATI	8.00 AM			5.20 PM			2.50 AM
AR. INDIANAPOLIS	11.45 AM			10.35 PM			6.50 AM
AR. LOUISVILLE	12.22 PM			9.15 PM			7.10 AM
AR. ST. LOUIS	6.40 PM			7.35 AM			12.40 PM
AR. ROANOKE					7.20 AM		
AR. KNOXVILLE					3.45 PM		
AR. CHATTANOOGA					7.20 PM		
AR. MEMPHIS				8.18 AM	7.40 AM		8.20 PM
AR. NEW ORLEANS				7.45 PM	10.30 AM		8.30 AM

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EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 44 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV. CHICAGO	8.30 AM	2.45 AM	3.30 PM	10.25 AM			7.00 PM
LV. TOLEDO	4.55 PM						
LV. COLUMBUS	8.55 PM			6.00 PM			
LV. WHEELING				12.25 AM			
LV. PITTSBURG			8.05 AM		9.00 PM		12.35 PM
LV. ST. LOUIS	8.20 AM	2.35 AM					
LV. LOUISVILLE	2.10 PM	8.05 AM					
LV. INDIANAPOLIS	2.45 PM	8.05 AM					
LV. CINCINNATI	6.35 PM	12.05 PM					
LV. NEW ORLEANS		9.00 AM				5.00 PM	
LV. MEMPHIS		8.45 PM				8.00 PM	
LV. CHATTANOOGA						8.20 AM	
LV. KNOXVILLE						11.55 AM	
LV. ROANOKE						11.30 PM	
AR. WASHINGTON	1.05 PM	6.47 AM	4.50 PM	11.55 AM	6.35 AM	7.40 AM	11.20 PM
AR. BALTIMORE, CAMDEN STATION	2.05 PM	7.50 AM	5.55 PM	12.53 PM	7.50 AM	8.45 AM	12.45 AM
AR. BALTIMORE, MT. ROYAL STATION	2.20 PM	7.59 AM	6.04 PM	1.01 PM	7.59 AM	8.54 AM	1.26 AM
AR. PHILADELPHIA	4.35 PM	10.15 AM	8.19 PM	3.09 PM	10.15 AM	11.00 AM	3.55 AM
AR. NEW YORK, LIBERTY STREET	7.00 PM	12.35 PM	10.40 PM	5.35 PM	12.35 PM	1.20 PM	6.52 AM
AR. NEW YORK, WHITEHALL TERMINAL	7.05 PM	12.40 PM	10.45 PM	5.40 PM	12.40 PM	1.25 PM	6.55 AM

Through Pullman Sleepers from all points.

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- No. 508. Buffet Parlor Car Washington to New York. Dining Car Washington to Baltimore.
- No. 502. Buffet Parlor Car Washington to New York. Dining Car Baltimore to Philadelphia, Sundays Washington to Wilmington.
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- No. 522. Buffet Parlor Car and Dining Car Washington to New York.

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- No. 7. Sleeping Car New York to Chicago via Gratton and Bellaire. Sleeping Car Washington to Newark. Dining Cars serve all meals.
- No. 9. Sleeping Cars Baltimore and Washington to Pittsburg. Dining Car serves supper Philadelphia to Washington.
- No. 3. Sleeping Car New York to St. Louis. Sleeping Car Baltimore to Columbus and Toledo. Dining Cars serve all meals.
- No. 43. Sleeping Car New York to New Orleans, and Washington to Memphis.
- No. 5. Sleeping Car New York to Chicago. Observation Drawing Room Cars Baltimore to Pittsburg. Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
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- No. 10. Sleeping Cars Pittsburg to Washington and Baltimore. Dining car serves breakfast.
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- No. 46. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Wheeling.

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MAIN STEM AND BRANCHES	784 38
PHILADELPHIA DIVISION	129.00
PITTSBURG DIVISION	391.00
NEW YORK DIVISION	5.30
TOTAL MILEAGE EAST OF OHIO RIVER	1,309.68
TRANS-OHIO DIVISION	774.25
TOTAL MILEAGE WEST OF OHIO RIVER	774.25
TOTAL MILEAGE OF SYSTEM	2,083.93

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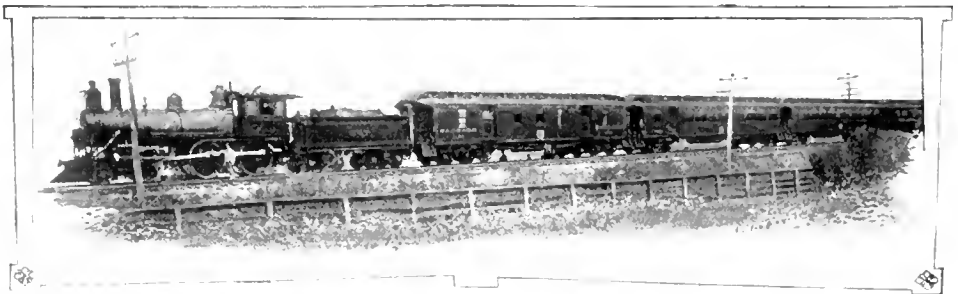
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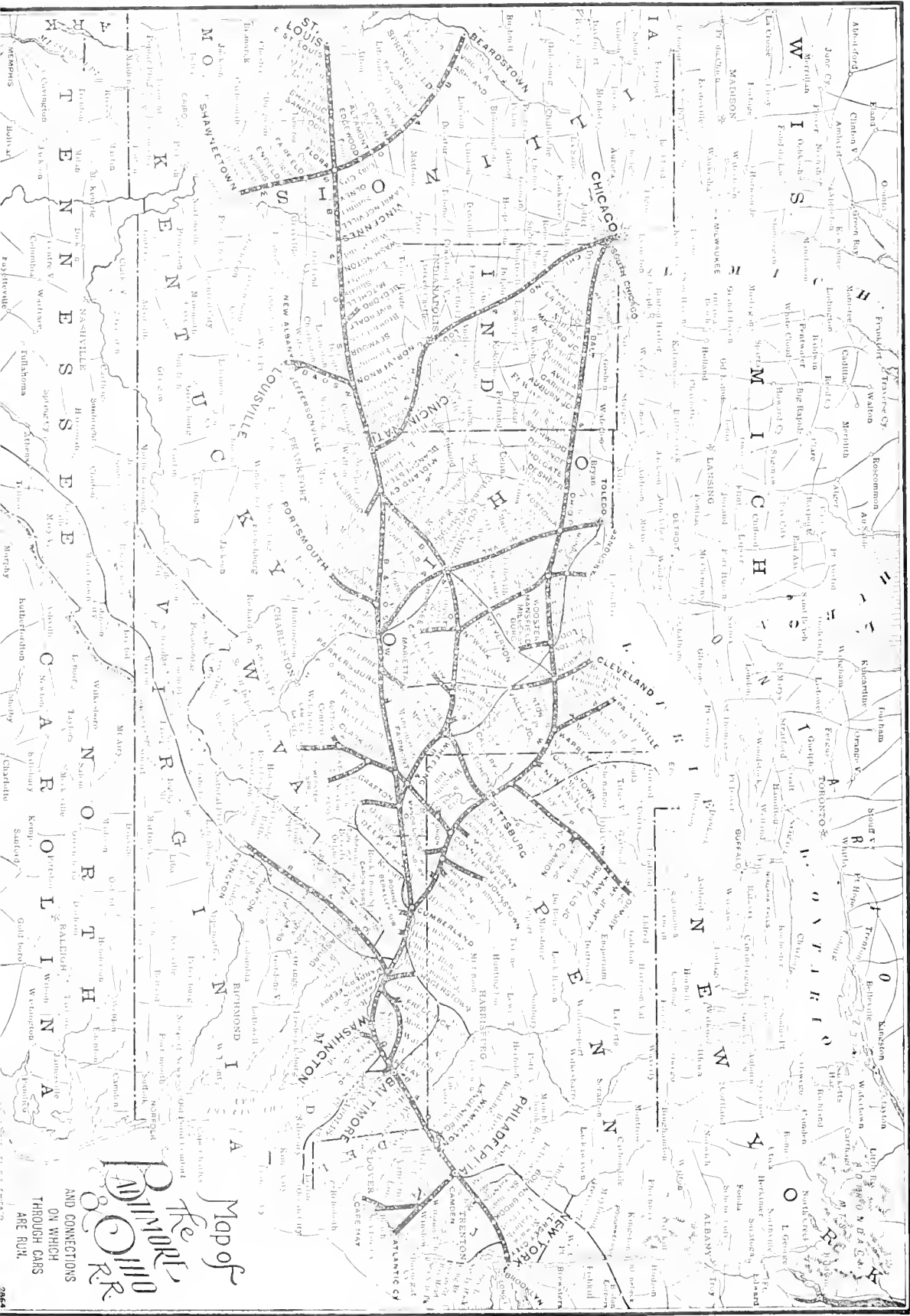
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JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
2	3	4	5	6	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	17	18	19	13	14	15	16	17	18	19	10	11	12	13	14	15	16
16	17	18	19	20	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28	27	28	29	30	31	24	25	26	27	28	29	30
30	31																										
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
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							30	31																			

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